The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$.....$25,000,000
RESERVE FUNDS—
Sterling
£1,500,000 at 2/-=$15,000,000
Silver $14,500,000
$29,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
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Hongkong—J. R. M. SMITH.
MANAGER
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 18th May, 1909. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£1,200,000
RESERVE FUND.....£1,575,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months. 4 per cent.
" " " 6 " 3½ "
" " " 3 " 3 "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000
ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000
=ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 " " "
3 " " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 6,115,745
(about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.
J. L. VAN HOUTEN,
Agent.
Hongkong, 22nd July 1909 [19

Banks

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS..... " 15,500,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 1 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4½ p.a.
" 6 " .....3½ "
" 3 " .....2½ "
TAKEO TAKAMIGHI,
Manager.
Hongkong, 1st July, 1909. [17

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank) — Berlin.
Direction der Disconto-Gesellschaft — Berlin.
Deutsche Bank — Berlin.
S. Bleichroeder — Berlin.
Berliner Handels-Gesellschaft — Berlin.
Bank fuer Handel und Industrie — Berlin.
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Mendelssohn & Co. — Berlin.
M. A. von Rothschild & Soehne — Frankfurt a/M.
Jacob S. H. Stern — Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [13

Intimations.

THE SAVOY.

The SAVOY beg to inform their customers and residents that they are disposing of their stock at cost price, owing to their removal to new premises.

Monarch Shirts and Gentlemen's Underwear a speciality.

13, QUEEN'S ROAD. 13, QUEEN'S ROAD.

THE SAVOY.
Hongkong, 19th June, 1909. [39

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.
In Bags of 250 lbs. net $3.45 per Bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [38

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA ..... Capt. G. M. Montford, R.N.R.	About 28th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SUMATRA..... Capt. C. J. Benton, R.N.R.	About 30th July	Freight and Passage.
SHANGHAI	CALEDONIA..... Capt H. Powell	About 5th Aug.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI ..... Capt. G. W. Gordon	Noon, 7th Aug.	*See Special Advertisement.*

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th July 1909 [4

Intimations.

LANE, CRAWFORD & CO.,
Agents for the
"AQUASCUTUM"
AND
"ZAMBRENE"
RAINCOATS.

ANDERSONS' REGULATION NAVY and ARMY WATERPROOFS.

RUBBER RAINCOATS,
25.00 to 50.00 each.

A NEW STOCK OF
SCOTTS' and LINCOLN and BENNETTS' Hand-made
TWEED HATS and CAPS.

LANE, CRAWFORD & CO.

"AQUARIUS."

A PURE,
DISTILLED TABLE WATER
IN
Quarts, Pints and Splits.

Telephone No. 75

CALDBECK, MACGREGOR & CO.
Hongkong, 21st July, 1909. [31

Hotels.

HOTEL PLEASANTON,
No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1909. [67

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 22nd July, 1909. [17

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Lintan" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO

On SUNDAY, the 1st AUGUST,
S.S. "HEUNGSHAN,"
will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.
Departure from Macao 3 P.M.
Fares: Excursion Rates as usual.
Machado's String Band will play during the trip.
S.S. *Sui Tai* will not run on the above date.

On SATURDAY, the 31st JULY, 1909.
The Company's Steamship "SUI-AN"
will make an extra trip to MACAO leaving WING LOK WHARF at 7 P.M.
Departure from Macao on Sunday, at 7 P.M.
FARES:—Week End Rates for 1st and 2nd Class.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [9

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.
A. F. DAVIES,
Hongkong, 5th February, 1909 Manager. 196

For
LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT CUISINE.
Stay at—
THE GRAND CARLTON HOTEL.
Hongkong, 5th July, 1909. [25

ASTOR HOUSE
(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
Under Personal Supervision of
L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.
Telephone, 190. Telegrams "Astor." [24

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" Capt. O. Pahnke	WEDNESDAY, 28th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOEBEN" Capt. B. Wilhelmi	About WEDNESDAY, 28th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ" Capt. H. Raegener	FRIDAY, 13th August, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of August.

For further Particulars, apply o

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 17th July, 1909. [5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL
" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To Sail on
SHANGHAI, KOBE, YOKOHAMA	...TONKIN	...Charbonnel	...2nd Aug., P.M.
MARSEILLES, VIA PORTS	...CALEDONIEN	...Chesnova	...3rd Aug., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	...AUSTRALIEN	...X...	...16th Aug., P.M.
MARSEILLES, VIA PORTS	...ERNEST SIMONS	...Girard	...17th Aug., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909. [9

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

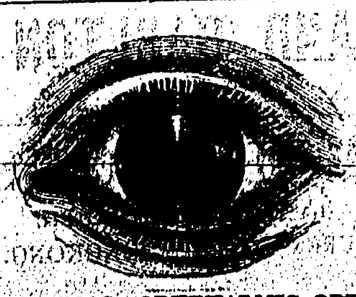
These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shameen.

For further particulars, please apply to the COMPANY'S OFFICE at Shameen, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908. [14



EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Call for trial for Illustrated Booklet on "Defective Sight"—free.

LONDON: 11 The Pavement, Clapham Junction, S.W. CALCUTTA: 45, Dharamtolla Street. SHANGHAI: No. 6 Kiukiang Road.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK. (IN COURSE OF CONSTRUCTION.)
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....481 ft.
Width of Entrance ... 80 ,,	Width of Entrance... 50 ,,	Width of Entrance... 63 ,,
Water on Blocks ..... 28 ,,	Water on Blocks ... 26 ,,	Water on Blocks..... 21.5 ,,

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of anyiport in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, April 28th, 1903. [46

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.
Apply to—
S. D. SETNA,
No. 6, Des Vœux Road.
Hongkong, 21st June, 1909. [497

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ld.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909. [463

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.
Apply to—
HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 8, Queen's Road West.
Hongkong, 9th March, 1909. [248

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.
Apply to—
Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909. [408

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.
No. 3 CLIFTON GARDENS, CONDUIT ROAD.
A HOUSE in WONG-NEI-CHONG ROAD
A HOUSE in RIPON TERRACE.
OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.
FLATS in MORETON TERRACE.
No. 10, DES VŒUX ROAD CENTRAL 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909. [5

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.). Rents low.
Apply to—
THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 24th February, 1909. [188

TO LET.

GODOWN No. 54, DUDDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

For Sale.

FOR SALE.

BEST FIRE-PROOF SAFES, with SHIFT KEYS, Manufactured by The GODREY and BOYCE MANUFACTURING Co. of Bombay. One Safe 5 feet by 3 feet 8½ in. by 2 feet 6 in. 2 Safes each 2 feet 1 in. by 2 feet 7 in. by 2 feet.

Also a few Large PADLOCKS for Godowns of the same Make.

Also one OLIVER TYPEWRITER in good condition.

Apply to—
PHIROZSHA B. PETIT & Co.,
6, Des Vœux Road.
Hongkong, 5th July, 1909. [517

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, *Des Vœux Road, Central,*
Hongkong. [42

LEE YEE
HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
18, D'AGUILAR STREET,

BURNED TO DEATH.

TERRIBLE TRAGEDY ON BORNEO RUBBER ESTATE.

VISITOR CONSUMED IN JUNGLE FIRE.

The *Straits Times* of 19th July says:—A telegram from Jesselton reached this office on Saturday, too late for insertion in that day's issue, announcing that Mr. Kershaw had accidentally met his death under tragic circumstances during jungle burning operations on the Membakut rubber plantation in British North Borneo. Membakut is some eight miles from Jesselton by rail and is the site of a rubber plantation belonging to the British North Borneo Government. The estate is a new government venture, and active preparations to grow rubber there have practically only just commenced.

From Capt. Littmann, of the steamer *Darvel*, which arrived here yesterday, we have been able to ascertain further details of the tragic occurrence, which it would appear narrowly escaped involving the deaths of Mr. Hardwick, the manager of the plantation, and of Mr. Skinner, an assistant who had only recently joined the estate.

The affair happened on Tuesday last. About noon on that day, the Resident of Jesselton, Mr. Dunlop, received a telegram from Mr. Hardwick, at Membakut, stating that Mr. Kershaw had been burned to death, that Mr. Skinner was seriously hurt and unconscious, and asking for immediate medical assistance. Dr. Giddy and Capt. Wardrop (of the police) left at once for Membakut by special train.

Details of the accident are rather scanty, but it would appear that 500 acres of timber had been felled and that this was set fire to in several places on Tuesday morning last. Exactly how Messrs. Hardwick, Skinner and Kershaw became involved in the fire is not clear, but it is said that they had taken up a position on a small hill either amongst, or very close to, the timber. The felled jungle was very dry and when it had got fairly alight, a squall of wind rapidly swept the immense blaze round the eminence on which Messrs. Hardwick, Skinner and Kershaw had taken up their stand, cutting off their escape. They were surrounded by a mass of burning jungle, and it is miraculous that any one escaped with his life. Mr. Hardwick, an old jungle hand, managed to survive the longest and to get out of the death trap with his assistant, Mr. Skinner, who was badly burned and unconscious. Mr. Hardwick himself was injured. Mr. Kershaw could not get away and met his death in the flames. When the *Darvel* left Jesselton the following morning early, the doctor and police who had gone to Membakut on receipt of Mr. Hardwick's telegram, had not yet returned, and no further details were expected to be available until they got back to Jesselton, where, it may be imagined, the news of the disaster had been received with great consternation.

What makes the affair particularly sad is the fact that Mr. Kershaw, who was an Australian, was spending a holiday with Mr. Hardwick, an old Australian friend of his. Mr. Kershaw was an assistant on the tobacco estate of the New London Borneo Tobacco Plantation at Lahat Datu (Darvel Bay) and instead of spending his leave in Australia, had decided to visit his friend Mr. Hardwick. His leave expired on the very day that the accident occurred. It is understood that he was supporting his mother, who is resident in Sydney. He is spoken of as a very good fellow, much liked by all who knew him, and the news of his terrible death was received by the small community of Jesselton with very great regret.

A paragraph in the *British North Borneo Herald* of July 1, to hand this morning, says:—Accounts of Membakut rubber estate are very encouraging. The manager (Mr. Hardwick) states that he will have 560 acres cleared by the end of the month, and is only waiting for a good opportunity to burn.

Intimations.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S FOOD

[8

D. NOMA,

PROFESSIONAL TATTOOER
AND
THE EXPERT REMOVER OF TATTOO MARKS,
No. 60, QUEEN'S ROAD, CENTRAL

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect, not attained by any other, as their composition is only known to me. In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, and not forced manner. In order to take special precaution against possible danger I use fresh materials daily.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.—

Signal No.		
1.	A CONE point upwards	Indicates a Typhoon to the North of the Colony.
2.	A CONE point upwards and DRUM below	Indicates a Typhoon to the North-East of the Colony.
3.	A DRUM	Indicates a Typhoon to the East of the Colony.
4.	A CONE point downwards and DRUM below	Indicates a Typhoon to the South-East of the Colony.
5.	A CONE point downwards	Indicates a Typhoon to the South of the Colony.
6.	A CONE point downwards and BALL below	Indicates a Typhoon to the South-West of the Colony.
7.	A BALL	Indicates a Typhoon to the West of the Colony.
8.	A CONE point upwards and BALL below	Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and those in charge of vessels are advised to call at the Harbour Office for Weather Forecasts.

Further details can always be given at Observatory to enquirers personally or by letter.

Intimation.

Powell's

Gentlemen's Department.

NEW GOODS

SPECIAL

DINNER

SHIRTS

Fine Quality Cimbric, with Soft Pleats, Light Weight, 10" × 3" Cuffs.

THE VERY ACME

OF

COMFORT.

$4.25 and $5.25 each

NECKWEAR

60 Dozen

ELEGANT TIES

JUST ARRIVED—

Fly Ends,

Four in Hands

AND

Oxfords

IN

CREPE DE CHINE,

POPLIN,

FOULARD,

MADDER,

Etc., Etc., Etc.

ABSOLUTELY

THE

Latest Productions.

Inspection Invited.

POWELL'S

ALEXANDRA

BUILDINGS,

and

98, Queen's Road,

Opposite the Clock Tower.

Hongkong, 23rd July, 1909. [50

Public Companies.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 10th August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 27th July to the 10th August, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE,
Secretary.

Hongkong, 20th July, 1909. [544

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of $3.50/100 per Share for the Six months ending 30th June, 1909, will be payable on TUESDAY, 3rd August, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 26th July, to TUESDAY, 3rd August, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.

Hongkong, 20th July, 1909. [545

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per Share for the Six months ending 30th June, 1909, will be payable on the 3rd proximo, on which date Dividend Warrants may be obtained on application at the Company's office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th inst., to TUESDAY, the 3rd August (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary to the Hongkong Land Investment and Agency Company, Ltd.
Agents for The West Point Building Company, Ltd.

Hongkong, 20th July, 1909. [546

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED AND THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that PETITIONS were on the 6th July, 1909, presented to the Supreme Court of Hongkong in its Original Jurisdiction by the above named Society and Company respectively to confirm the alterations of the said Society's and the said Company's respective objects proposed to be effected by Special Resolutions of the said Society and the said Company respectively unanimously passed at Extraordinary General Meetings of the said Society and the said Company respectively held on the 21st April, 1909, and subsequently unanimously confirmed at further Extraordinary General Meetings of the said Society and the said Company respectively held on the 7th May, 1909, and which Resolutions respectively run as follows:—

"That the Memorandum and Articles "of Association of the Society (Company) "be respectively extended, altered and "amended so as to read as shown in the "print signed for the purpose of identifica- "tion by the Chairman of this Meeting and "that such extended, altered and amended "Memorandum and Articles of Associa- "tion be henceforth adopted as the "Memorandum and Articles of Associa- "tion of the Society (Company) to the "exclusion of those heretofore prevailing."

AND Notice is further given that the said Petitions are directed to be heard before His Honour Sir Francis Piggott, Chief Justice of the said Court, in fifteen days from this date and any person interested in the said Society or the said Company, whether as creditor, policy-holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alterations under the Companies Ordinance 1865 should appear at the time of hearing by himself or by his Counsel for the purpose and a copy of the said Petitions, or either of them, will be furnished to any such person requiring the same by the undersigned on payment of the regulated charge for the same.

Dated the 20th July, 1909.

C. MONTAGUE EDE,
Secretary to the said Society and the said Company.

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Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

MONDAY and TUESDAY,

the 9th and 10th August, 1909, at 10 A.M. each day, at H.M. Naval Establishments,

SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,

Comprising:—

Old and Surplus Naval Stores:—CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c.

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 23rd July, 1909. [55

HONGKONG ICE COMPANY, LIMITED.

IT is hereby notified that on and after the 29th current, the selling price of ICE will be increased to ONE CENT per pound.

JARDINE, MATHESON & Co., Ltd.,
General Managers,
Hongkong Ice Co., Ltd.

Hongkong, 24th July, 1909. [51

EMBRACING 6,000 MILES!

NEW TRADE ROUTE TO THE PACIFIC.

An important agreement has been concluded between several of the leading lines of steamers operating in the Pacific and North Atlantic for the purpose of conveying cargo to and from Europe by way of the Isthmus of Tehuantepec, Mexico, across which a railway was some time ago opened.

This new route promises, indeed, to be a formidable competitor of the Panama Canal, notwithstanding the fact that transhipment will be necessary. The railway is less than 200 miles in length, and splendid facilities for the rapid despatch of steamers at Salina Cruz, on the Pacific side, and Puerto Mexico, on the Atlantic, has been completed.

In the Pacific the new shipping "combine" includes the Kosmos and American-Hawaiian lines from Puget Sound, and the Canadian-Mexican Steamship Company from British Columbia; while the lines forming the West India Conference, including the Hamburg-American, Royal Mail Steam Packet, Leyland, Harrison, and French Transatlantic Companies, will operate in the Atlantic and convey cargo along the Mexican and North American coast, as well as to European ports from Bilbao as far north as Hamburg.

It is estimated that the passage from Seattle and San Francisco to Europe will be done in six weeks (saving over 5,000 miles as compared with the Cape Horn route), which for fast transportation compares with that via the United States railways and then by steamer across the North Atlantic, while the rates on all classes of goods will be considerably less.

Developments are also about to take place in another direction. With a view of saving the expense of passing through the Suez Canal, one of the principal Japanese steamship companies intends to utilise the Tehuantepec route for its services—a course which will also avoid the long journey round India and through the Mediterranean, and thus establish a rapid connection with North American Atlantic and European ports.

The possibilities of shipping Canadian grain from Vancouver via the same route are not being ignored.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 24th inst.:—

The general tone of the freight market continues to be a very feeble one, and the business done during the fortnight under review has been smaller than that of the preceding period. There are hardly any orders remaining in the market at the close.

The Saigon/Hongkong rate has advanced to 11 cents per picul, at which rate one of the boats engaged in the run has been fixed. There seem to be no signs of a rise in rates, as the low stock of grain in Saigon prevents charterers from going in for fresh operations.

Saigon/Philippines:—A couple of fixtures effected in this direction at 23 and 24 cents according to quantity. No business is reported from Saigon to other directions.

Newchwang to Canton business has been done at the slightly improved rate of 24½ cents per picul. Some little inquiry remains, but charterers do not seem to be willing to pay anything like last prices.

Coal freights are about unchanged. There has been a fixture from Haiphong to Canton at $1.85.

Time charter:—Two settlements are on record: s.s. *Solstad* is taken up for 3 option 2 months for cattle trade, and s.s. *Quinta* for 6 months for special trade in the South.

Sail Tonnage Loading or to Load:—For Baltimore and New York:—None.

Sail Tonnage Disengaged:—None.

Departure of Sailers:—None.

Intimations.

Colonial Secretary's Department,
No. 401.

HONGKONG OPIUM FARM.

NOTICE is hereby given that SEALED TENDERS will be received at the Colonial Secretary's Office, Hongkong, till Noon on TUESDAY, the 31st day of August, 1909, for the purchase of the privileges known as the Opium Farm established under "The Prepared Opium Ordinances, 1891-1909," that is to say, the sole privilege of preparing Opium and of selling, within the Colony, (including the New Territories), Opium so prepared, inclusive of the privilege of collecting dross and of preparing and dealing in Dross Opium, for three years from the 1st of March, 1910.

Full information as to conditions of tendering, &c., can be obtained from the Colonial Treasurer, and the conditions of tendering and form of grant have been published in *Government Gazette* as Notification No. 401 of the 2nd July, 1909.

A. M. THOMSON,
Colonial Secretary.

2nd July, 1909. [515

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

	Per Box.
XXX Very Old Fine	$8.50
V.O.C.B. Guaranted 20 Years Old	5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,
Head Agents.

Hongkong, 24th July, 1909. [50

Consignees.

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 26th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 26th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 26th July, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.

Hongkong, 19th July, 1909. [0

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"

FROM ANTWERP, MIDDLESBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st July, 1909. [548

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARMARTHENSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 26th inst., at 3 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

STEAMER'S ARRIVAL.

All damaged packages must be left in the Godowns, where they will be examined on MONDAY, 26th inst., at 9.30 A.M. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and all claims must be presented before 29th inst. otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 20th July, 1909. [542

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELHI,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Mongolia*.
From Calcutta, *ex* S.S. *Candia*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1909. [0

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Steamer will be Open on 23rd inst. from 7 A.M. daily. Rooms can be engaged [illegible]

G. J. HATTON,
Manager.

Hongkong, 21st July, 1909. [0

HONGKONG AVERAGE MARKET PRICES.

Corrected 23rd July, 1909 etc. per $ Mex.

BUTCHER MEAT.		Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb	30
„ Corned—Ham Ngau Yuk	„	20
„ Roast—Shiu „ „	„	20
„ Breast—Ngau Lam	„	18
„ Soup, Tong Yuk	„	15
„ Steak—Ngau Yuk Pa	„	20
„ „ Sirloin—Ngau Lau	„	30
„ Sausages,—Ngau Yuk Chaung	„	26
Bullock's Brains— „ Know	per set	10
„ Tongue fresh—Ngau Li	each	50
„ „ corned—Ham Ngau Li	„	60
„ Head—Ngau Tau	„	80
„ Heart—Ngau Sum	per lb	13
„ Hump, Salt—Ngau Kin	„	18
„ Feet—Ngau Keok	each	8
„ Kidneys—Ngau Yiu	„	10
Tail—Ngau Mei	„	18
„ Liver—Ngau Con	lb	12
„ Tripe (undressed)—Ngau To	„	6
Calves' Head and Feet—Ngau-chai-tau-keok	set	$1.00
Mutton Chop—Yeung Pai-Kwat	lb	22
„ Leg—Yeung Pei	„	22
„ Shoulder—Yeung Shau	„	20
Pigs' Chitlings—Chi cheong	„	22
„ Brains—Chi Know	per set	2
„ Feet—Chi Keok	„	12
„ Fry—Chi Chak	„	25
„ Head—Chi Tau	„	18
„ Heart—Chi Sum	each	9
„ Kidneys—Chi Yiu	pair	8
„ Liver—Chi Kon	lb	30
Pork, Chop—Chi Pai Kwat	„	22
„ Corned—Ham Chu Yuk	„	—
„ Leg—Chu Pei	„	24
„ Fat or Lard—Chu Yau	„	18
Sheep's Head and Feet—Yeung Tau Keok	set	50
„ Heart—Yeung Sum	each	—
„ Kidneys—Yeung Yiu	„	9
„ Liver—Yeung Con	lb	24
Sucking Pigs, To Order—Chu Chai	„	22
Suet Beef—Sang Ngau Yau	„	20
„ Mutton—Sang Yeung Yau	„	22
Veal—Ngau Chai Yuk	„	20
„ Sausages—Ngau Chai Yuk Tong	„	20

POULTRY.		
Chicken—Kai Chai	lb	32
Capons, Large, Small—Sin Kai	„	32
Ducks—Ap	„	22
Doves—Pan Kau	each	20
Eggs, Hen—Kai Tan	per doz	30
Fowls, Canton—Kai	lb	35
„ Hainan—Hoi Nam Kai	„	32
Geese—Ngo	„	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo	pair	—
Musk Deer—Wong Keng	each	—
Hare—Tu Chai	„	—
Partridge—Che Khoo	„	—
Pheasant—Shan Kai	pair	—
Pigeons, Canton—Pak Kup	each	30
„ Hoihow—Hoihow Pak Kup	„	26
Quail—Um-Chun	„	—
Rice Birds—Wo Fa Cheuk	dozen	—
Snipe—Sa Chui	each	—
Turkeys, Cock—Fo Kai Kung	per lb	65
„ Hen— „ „ Na	„	45
Wild Ducks, Shanghai, Sui-ap	pair	—
Teal, Shanghai, Sui Ap Chai	„	—
Wild Ducks Canton—Sang Shing Sui Ap	per pair	—

FISH.		
Barbel—Ka Yu	lb	12
Bream—Bin Yu	„	18
Canton Fresh Water Fish—Hoi Bin Yu	„	20
Carp—Li Yu	„	24
Catfish—Chik Yu	„	30
Codfish—Mun Yu	„	18
Crabs—Hai	„	24
Cuttle Fish—Muk Yu	„	16
Dab—Sa Mang Yu	„	18
Dace—Wong Mei Lun	„	14
Dog Fish—Tit Tu Sa	„	10
Eels, Congor—Hai Man Yu	„	18
„ Fresh water—Tam Sai Yu	„	18
„ Yellow—Wong Sin	„	28
Frogs—Tien Kai	„	40
Garoupa—Sak Pan	„	12
Gudgeon—Pak Kop Yu	„	14
Herrings—Tao Pak	„	24
Halibut—Cheung Kwan Yu	„	32
Labrus—Wong Fa Yu	„	22
Loach—Wu Yu	„	32
Lobsters—Lung Ha	„	40
Mackerel—Chi Yu	„	18
Mask Fish—Mun Yu	„	32
Mullet—Chai Yu	„	26
Oysters—Sang Hoe	„	24
Paloolah—Kai Kung Yu	„	20
Perch—Tan Lee	„	10
Pike—Ya Paw Poong	„	10
Plaice—Pan Yu	„	22
Pomfret, Black—Hak Chang	„	24
Pomfret, White—Pak Chang	„	30
Prawns—Ha Ko	„	16
Prawns, Fresh water—Ha Ko	„	18
Rock Cod—Shek Pan	„	16
Salmon—Sai Yu	„	24
Shad—Mak Yu	„	24
Shark—Sa Yu	lb	10
Skate—Po Yu	„	12
Shrimps—Ha	„	24
Snapper—Lap Yu	„	32
Soles—Tat Sa Yu	„	36
Tench—Wan Yu	„	22
Turbot—Cho How Yu	„	24
Turtles, small, fresh water—Kook Yu	„	60
White Bait—Ngan Yu Chai	„	—

FRUITS.		
Almond—Hung Yan	lb	50
Apples, (California)—Kam San Ping Ko	„	32
„ (Chefoo)—Tin Chun Ping Ko	„	—
„ Small—Hoi Tong	„	—
„ Custard—Fan Lai Chi	each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu	lb	3
„ (brides), Macao—Sin Heung Chiu	„	14
Chestnuts, Chinese—Foong Lut	„	14
Carambola—Yeung Tou	„	—
Cocoanuts—Yeh Tse	each	18
Grapes—Sin Tai Tse	lb	30
Lemons, China—Ning Moong	„	10
„ Amer.—Kum San Ning Moong	„	8
Lichees, Small Stone—Lai Chi Con	„	28
„ Fresh, Lai Chi	„	10
Limes, (Saigon)—Sai Kung Ning Moong	each	12
Mango, Manila—Lai Sung Mong	„	10
Mango, Saigon—Sai Kung Moong	„	—
Mangosteens, San Chuk Tse per 100	„	$1.40
Oranges, Tim Chang	lb	45
„ Small—Tai Kut	catty	—
„ Mandarin—Tim Kut	„	—
Olives—Pak Lam	lb	8
Passion Fruit	each	—
Pears, (American)—Kam San Shut Li	lb	8
„ (Canton Cooking)—Sa Li	„	3
„ (Shanghai)—Sheung Hoi Li	„	12
Peanuts,—Fa Sang	„	10
Persimmons, Large,—Hung Chie	„	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law	each	10
„ 2nd cooking—Chung-tang Paw-law	„	—
Plantains—Tai Chiu	lb	3
Plums, Swatow—Hung Lai	„	8
Pumelo, Siam—Chim Lo Yau	each	15
Walnuts, Hop Tou	„	12
„ Green—Sang Hop Tou	„	—
Shanghai Lo Kwat	lb	—

VEGETABLES, &c.		
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk	lb	19
Beans, (French) Macao—Oh Moon Pin Tau	„	16
Beans, (French), Shanghai—Sheung Hoi Pin Tau	„	—
Beans, Sprout—Ah Chol	„	2
Beans, Long—Tau Kok	„	8
Beet Root—Hung Choi Tau	each	2
Brinjals, Green—Chung Yuen Ker	„	4
Brinjals, Red—Hung Ker	„	4
Brassica—Pak Chol	„	3
Bamboo Shoots—Chook Shun	„	10
Cabbage, Chinese, com.—Kai Choy	„	4
Cabbage, Red—Kai Lan Tau	each	—
Cabbage, (Shanghai)—Yeh Chol	„	16
Cane Shoots, bunch—Kan Shun	„	3
Cauliflower, Large size—Tai Yeh Chol Fa	each	—
Cauliflower, Medium size—Cheung Yeh Chol-fa	each	—
Cauliflower, Small size—Sai Yeh Chol-fa	„	—
Carrots—Kam Shun	„	6
Celery, Chinese—Tong Kai Choy	„	5
Celery, English—Yeung Kai Chol	„	—
Celery, White—Pak Yeung Kai Chol	„	—
Chillies, Dried—Con Lat Chiu	„	5
„ Red—Hung Fa	„	5
„ Green—Cheng Lat Chiu	„	5
Curry Stuff, English—Ka Lee Chol Liu	„	8
Cucumbers—Cheng Kwa	„	2
Bitter Squash—Fu Kwa	„	15
Garlic—Suen Tau	„	8
Ginger, young—Suu Tau Keung	„	5
„ old—Lo Keung	„	5
Horse Radish, Shanghai—Lik Kan	lb	30
Indian Corn—Suk Mai	piece	4
Lettuce—Yeung Sang Chol	each	2
Water Chestnuts—Ma Tai	„	7
„ Mandarin—Kwai Lum Ma Tai	„	8
Musk Melon	„	25
Mushrooms, Fresh—Sang Cho Kho	„	45
Onions, Bombay—Yeung Chung Tau	„	8
„ Green—Sang Chung	„	4
„ Shai—Sheung Hoi Chung Tau	„	5
„ Japan—Yat Poon	„	—
Okroes—Mo Kee	„	8
Parsley, English—Yeung Un Sai	lb	80
Green Peas—Cheng Tau	„	—
Potatoes, Sweet—Fan Shu	„	3
„ Shanghai—Sheung Hoi Shu Tsai	„	3
„ Japan—Yat Poon Shu Tsai	„	—
„ American—Fa Ki	„	—
„ Foochow—Fuk Chau Shu Tsai	„	3
Melon—Du Moon	„	—
Pumpkin—Tong Kwa	„	3
Radish—Hung Lo Pak Tsai	lb	8
Rhubarb	„	—
Shallots—Tai Chung Tau	„	7
Spinach (Chinese)—Paw Chol	„	4
Spinach—Yin Chol	„	4
Tomatoes—Fan Kie	„	12
Taro—Wu Tau	„	8
Turnips, Pan-li (Long)—Low Pak	„	12
„ English, Yeung Low Pak, short	„	—
Vegetable Marrow—Chi Kwa	„	3
Water Cress—Sai Yeung Choi	„	10
„ Cultivated—Tai Yeung Choi	„	—
Yams—Tai Shu	„	8
„ Lily Roots—Tai Wat	„	8
Yams—Tai Shu	„	8
Yams—Tai Shu	„	8

Intimation.

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LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909. [28

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution

SUBSCRIPTION RATES (IN ADVANCE)

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTH.

On July 21, 1909, at Shanghai, the wife of T. Morgan PHILLIPS, of a daughter.

DEATHS.

On July 20, 1907, at Shanghai, Job. ALBERT OLSEN, of the Harbour Master's Dept., I. M. Customs, aged 36 years.

On July 20, 1909, at Shanghai, CHRISTIANE, aged 18 months, daughter of Monsieur Rousse-Lacordaire, Deputy Postal Commissioner.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 26, 1909.

SIR ALEX. HOSIE'S OPIUM REPORT.

The following editorial is from the *Singapore Free Press*:—

A factor that has frequently been introduced into the discussion of the opium question, is as to the bona fides of China. One school of disputants has contended that for China to appeal to the Powers to stop sending opium to the Chinese, is nothing less than asking the Powers to grant to China the monopoly of the growth and sale of opium. For, they point out, that in 1906 China had for her own consumption 379,495 piculs, of which no less than 345,270 were native grown, while she actually exported 5,000 piculs of opium in the same year. Of the 22½ thousand tons about one-seventh only came from India. If, therefore, China wishes to show that she is in earnest about the abolition of opium smoking among her children, she must show it by first reducing the amount she herself grows. In China in answer to a parliamentary paper issued in [illegible] Consular Report proposing [illegible] Alexander Hosie, having [illegible] attached to the British Legation [illegible] Peking, [illegible] interesting document, and deals with many phases of the question. It is doubtful whether any question has ever stirred the Chinese Empire so profoundly as this of opium suppression. It affects all classes and is the subject of a very large number of publications, from Imperial edicts to the smallest and cheapest native papers. In the past two years "in spite of the absence of any well-organised uniform scheme for accomplishing the task, much is being done, and in some cases, perhaps too much is being attempted in too short a time with the machinery available for the purpose." On the whole, there is sufficient evidence to show that progress is being made in curtailment of production, although some of the reports show that this is possibly due to uncertainty and the fear of additional taxation rather than to official activity. "That the central Government continues to be sincere and zealous in its crusade is beyond question." This emphatic statement of Sir Alexander Hosie is of importance, and should put at rest the minds of those who see in Chinese reputed official strictness, on the opium question, but a round-about way of making profit. In the metropolis attention has been paid to the clearing out of opium smoking officials, rather than the smoking public, but these are now being taken in hand and a set of regulations have been formulated, the main feature of which requires the opium smokers to obtain a certificate, either for raw or cooked opium, running for three months, and which must be presented for endorsement when opium is bought. If the daily consumption is half an ounce, the fee is 50 cash (say ten cents). Smoking is prohibited in restaurants, brothels and places of entertainment. Opium smoking guests at inns have to apply for a district police officer's certificate. We need not further give the details, but there is no doubt that they are sufficient if enforced to very largely check the consumption of opium, and generally speaking, the licensing of wholesale and retail opium shops and of smokers is being enforced.

The report also contains important information as to the anti-opium cures, and vices replacing opium smoking. The number of the former is legion "and many of them contain opium and morphia in varying quantities." Most of the reports from the provinces draw attention to the evils these so-called remedies are creating—an evil for worse than the disease they are advertised to cure. Opium smokers are becoming in many cases opium and morphia eaters and are developing a craving it is still more difficult to eradicate. This phase of the question has remained practically untouched by the Chinese Government, although it is one which would appear to call for early supervision and control. Among the opium remedies is mentioned 'the Malay anti-opium cure." A missionary in Szechuan imported from Singapore thirty sacks of the plant. "At the date of writing he had tried it on fifty persons and in every case the medicine had effected a cure." The Combretum Sundaicum, the plant alluded to, has been entirely discarded in Singapore and Selangor, and we understand its lack of efficacy has been clearly demonstrated. Yet the statement of its value continues to be made, mostly by missionaries, we are ashamed to say, because they ought to know better than to continue to assert that this is an effectual cure for opium. The regrettable tendency rather seems to be to substitute for opium morphia eating and injecting. The Chinese Government have prohibited the importation of morphia and instruments, and their manufacture is also forbidden. A Memorial recommends the enactment of special penal laws against the manufacture of syringes the penalty being "banishment to the most remote and unhealthy portions of the Empire." Morphia sellers are to be awarded the same penalty, together with confiscation of their shops. Besides these penalties, the proposed Straits fine of $1,500 with imprisonment of either kind for twelve months appears mild. The Memorial points out that those who use or countenance the use of morphia commit an offence punishable with decapitation but it is desirable to draw up special enactments to deal with the offence. The report on it is quaint and worth quoting.

We were instructed by Imperial Decree to report on this Memorial, and have the honour to observe, in the first place, that morphia is a natural salt, forming the essential constituent of opium, from which it is extracted by chemical processes and made into medicines for treating diseases. It possesses the property of producing sleep, whence its name morphia, from Morpheus, the God of Sleep, is derived, and its effects are still more powerful than those of opium.

Last year an Imperial Decree was issued ordering the entire abolition of opium, and the Regulations prepared by the Government Council contained a provision that arrangements should be made for the prohibition of the import of foreign opium so that the evil might be cut off at the source. It was also provided that, as morphia and the instruments for its injection were still more injurious than opium, full effect should be given to the 11th Article of the British Commercial Treaty and the 16th of the American Treaty, and instructions be given to the Customs to prohibit the importation of any morphia not covered by special permit and imported for medical purposes. Shop-keepers, whether native or foreign, should also be strictly forbidden to manufacture morphia or instruments for its injection, so that this evil might be completely eradicated.

These Regulations were sanctioned by the Throne and circulated, but in spite of the stringent nature of this prohibition, it appears that there are still unprincipled persons who delude people into using morphia, and the trade has not been entirely suspended. The prohibition of opium is now being enforced opium saloons have been closed, and the poorer classes having no other means of allaying their craving have recourse to morphia, being attracted thereto in the first place by its cheapness. As time goes on their consumption of morphia constantly increases, and they cannot abandon its use; their bodies become full of the poison, in the end their bodies show no covered with sores [illegible] [illegible] health is ruined. Seeing that the evils of morphia are so difficult to avoid even now before opium has been entirely eradicated after the abolition of opium it is to be feared that there will be still greater danger of falling a victim thereto, and we shall merely pass from Scylla to Charybdis.

LOCAL AND GENERAL.

THE French mail of the 22nd June was delivered in London on the 24th inst.

THE Yuchuanpu, (Ministry of Posts and Communications), has issued circular instructions to the Railway Schools requiring that students should receive a practical course of training on the railways.

IT is stated that the Diplomatic Corps in Peking has subscribed funds in aid of the Kansu famine; the Prince Regent in recognition of this courteous and philanthropic action, proposes to confer orders or decorations on the members.

A CLAN fight took place at Wanchai yesterday, and the only persons who were in any way injured was a Chinese policeman and district watchman. Several arrests were made, and the delinquents were charged in the Police Court, to-day, and remanded.

LO SHUN, the coolie, who is accused of committing an armed robbery at Samchun (Chinese territory), with others, in May last, and killing a Chinese policeman, particulars of which we have already given, was, in the Police Court, this afternoon, committed to the Victoria Gaol pending the order of the Governor for his extradition.

RETURN of visitors to the City Hall Library and Museum for the week ending the 25th July, 1909:—

	Library.	Museum.
Non-Chinese.....	454	202
Chinese	263	2,458
Total	717	2,660

THAT the influence of the Chinese Press is increasing seems assured; for Chinese reports state that the Regent himself peruses many newspapers every day and trusts by doing so to post himself up in matters regarding the Empire and to make up for the scanty information that is all he can often elicit from memorials presented by the Governors and Viceroys.

AT the Police Court, this forenoon, Mr. F. A. Hazeland (first police magistrate) presiding, a coolie was brought before him charged with stealing a pair of white buck-skin shoes belonging to Mr. W. Bowen-Rowlands, secretary of the Sanitary Board, who resides at 10A, Bonham Road. According to the evidence of a "boy" it would appear that the pair of shoes were put on the sill of a window to be dried, when the defendant walked up and annexed them. He was chased and captured. Defendant pleaded not guilty to the charge, and was remanded.

ANOTHER phase of the Anhui dispute has come to hand. The Chinese promoters of the agitation formed a Company and called on all the merchants and gentry to subscribe towards it, the object being to work the mines entirely with Chinese capital. Prospectuses were issued and the subscription lists opened. So far, only one man has come forward with a promise to take 200 shares; not a single share has been disposed of as yet. Pressure has been brought to bear on and has been successfully resisted by the business men, who say that they do not know anything about mines and are not going to buy a pig in a poke, however attractive the pig may be said to be.—*P. & T. Times.*

CANTON DAY BY DAY.

ANNIVERSARY OF LATE EMPEROR'S BIRTHDAY.

[*From Our Own Correspondent.*]

Canton, 24th July.

The 28th day of this moon being the anniversary of the birth of the late Emperor Kuang Hsü, the Canton Viceroy, acting under instructions from the Imperial Government, has now issued a proclamation forbidding cattle-slaughter on that day. Courts of Justice will not sit on the day in question.

H.E. CHANG JEN CHUN BIDS FAREWELL TO THE CONSULAR BODY.

H.E. Chang Jen Chun, the outgoing Viceroy, yesterday called on the Consular representatives accredited to Canton to bid them good-bye prior to his departure for Nanking. This morning, H.E. Chang received the Japanese Consul.

AN OFFICIAL'S DOWNFALL.

Captain Yeung, formerly in charge of the Shameen Guards, has been cashiered by order of the Imperial Government on the recommendation of H.E. Chang Jen Chun, who alleged dissatisfaction on the part of the official in the discharge of his duties.

CHINA'S NAVY.

It is reported that Admiral Sah Chun Ling is about to leave Peking and will probably arrive in Canton in the middle of next moon. Admiral Sah's mission to Canton is to investigate matters in connection with the proposed reorganisation of the Chinese Navy.

SUNNING RAILWAY.

The daily returns of earnings by the Sunning Railway during the 5th moon were as follows:—1st day $699.30; 2nd day $714.89; 3rd day $705.30; 4th day $646.28; 5th day $173.23; 6th day $594.41; 7th day $682.27; 8th day $503.76; 9th day $577.84; 10th day $563.90; 11th day $670.15; 12th day $814.30; 13th day $717.56; 14th day $618.53; 15th day $654.80; 16th day $797.88; 17th day $761.47; 18th day $743.29; 19th day $718.68; 20th day 725.88; 21st 768.12; 22nd day $827.80; 23rd day $648.16; 24th day $566.13; 25th day $578.32; 26th day $708.65; 27th day $748.23; 28th day $431.68; 29th day $503.47.

The total collection for the month was [illegible]

Shipyard Mechanics.

LABOUR UNION FORMED.

LARGE MEETING AT WEST POINT.

Some time ago, to be precise, in April last, a meeting was called and was largely attended, by native mechanics employed by the various docks and shipbuilding yards in the Colony. The meeting was convened for the purpose of inaugurating a "trade union," and it was proposed that sufficient funds be raised by subscription, in order to protect members of the proposed guild from any personal difficulty in case of a strike or lock-out. In such a position, the promoters of the guild hold the opinion that their claims on employers would receive more attention than they now do. The subscriptions to the union were to be paid *pro rata* at the rate of thirty cents on each dollar, that was to say, that if a man received $10 a month he had to subscribe to the fund $3 a year, at $40 a month he would have to pay $12 per annum, and so on.

This meeting became known to the police and Inspector Robertson and his men raided the Chui Nam Hotel, 423 and 425, Queen's Road West, where the meeting was held, and a number of arrests were made.

Those who were arrested were charged in the Police Court with convening a meeting without Government permission, and after much discussion the case was adjourned *sine die* in order to allow the ring-leaders to secure the necessary sanction.

The reason for the calling of this meeting was explained to the magistrate, to the effect, so it was alleged, that formerly workmen at the Hunghom Docks were paid double pay for Sunday night work. There was a new manager in office then and he had decided to cut down the wages to one and a half, which caused the grievance.

Accordingly, a petition was sent to the Government, and the meeting was allowed to be held, with the result that some 800 men, representing all classes of mechanics employed in the Colony, congregated at the Tung Tin Lok In and Chui Yuen hotels, at West Point, yesterday, to discuss the question. Numerous speeches in favour of the proposed union were made, and the resolution was passed.

One of our representatives was given to understand this morning that the meeting was not of an hostile character towards employers, but simply of a protective nature. In proof of this a certain document, placed at our disposal, and which purports to be a comprehensive set of rules for the labour union, runs like this:—

1.—It is proposed to establish a "school" for the benefit of men engaged in our trade; it is hoped that the institution may last for all time.

2.—All members may make suggestions. Any member having good regulations to suggest should make them known to other members. If these (good) views are not brought forward they cannot promote the public weal. However, if any regulation is found unsatisfactory it can be discussed at meetings and amended there and then.

3.—It is proposed that all office-bearers shall meet at the "schools" every Saturday evening. Any of our fellow-workers having good suggestions to submit, or other matters concerning the public good, are requested to attend at the school and discuss them with the office-bearers.

4. It is proposed that if any of our fellow-workers have not yet heard of the benefits that will be derived from becoming a member of the "school" any who may come to hear of it, they will be allowed to join the school within the next three months if they should so desire, and shall pay the same fee of $1 as original members. After the three months have expired the entrance fee will be $5.

5. If any member should be careless about his work and meet with any accident and have no means to pay for medical treatment, he can come to the "school" and make a report to the committee who will send a subscription list round to their fellow-workers to collect subscriptions. Upon the return of the subscription list, the "school" will pay the money out first (to the member in need). On pay day the amounts of individual subscriptions will be deducted (from each subscribing member's wages). The advance is made as a special favour by the "school."

6. It is proposed that the general and finance committees be elected once in each quarter by ballot.

7. It is proposed that the "school" shall issue to each member a book containing the names of the native-places of the members so that there will be no confusion about the surnames. The book will also serve for recording receipts for monthly payments. In case the book is lost, a report must be made to the "school" when a new book will be issued.

8. It is proposed that all members who are not out of work shall make their monthly payments on each pay day. In case they should be unable to pay, they will be allowed three months during which to settle their accounts. *Beyond the period of grace whatever payments* that might have been made will be forfeited (as a penalty) so as to set an example to others. Members, who happen to be out of work, do not come under this rule.

S.S. "EMPRESS OF JAPAN."

A WIRELESS MESSAGE.

Mr. D. W. Craddock, general traffic agent, informs us that he is in receipt of a telegram from Yokohama stating that his Company has received a wireless message from the Captain of the R.M.S. *Empress of Japan* to the effect that he expects to arrive at Yokohama on the evening of the 27th instant.

THE Minister of the Interior intends to pray for an Edict for the issue of a sterling, the dominating price of Shanghai taels to be 6/4 pence, and in the meantime [illegible] Chinese and Yokohama [illegible]

Viceroy Chang Jen-chun.

SOJOURN IN HONGKONG.

THE PROGRAMME.

According to present arrangements, H. E. Chang Jen Chun, the retiring Viceroy of the two Kwang and Viceroy-elect of Nanking, is expected to arrive in Hongkong en route for the Northern port on the 30th inst. His Excellency and suite will travel by the China Merchants' Steam Navigation Co.'s S.S. *Hsin Ming* which has been selected to convey the official to his new seat of Government. Subject to alterations the following programme has been officially decided upon for Friday next, the 30th inst., during the Viceroy's brief sojourn in Hongkong:—

10 a.m. Landing at the China Merchants' Steam Navigation Co.'s wharf.

11 a.m. Visit to Commodore Lyon on board H.M.S. *Tamar*.

Noon. Visit to the Officer Commanding the Forces in South China at Headquarter House.

1 p.m. Official luncheon at Government House.

3 p.m. Visit to the Taikoo Shipbuilding and Engineering Works at Quarry Bay; thereafter tea with the managerial staff.

7.30 p.m. Banquet at the Chinese Club.

Saturday, 31st inst., departure of the s.s. *Hsin Ming*, with the Viceregal party on board, for Shanghai, in the afternoon.

DOCK COMPETITION.

SHANGHAI SECURES MANILA CONTRACT.

The contract for the construction of six launches, proposals for which were opened on Thursday week in the office of the chief quartermaster of the division at Manila, has been awarded by that official to the Shanghai Dock and Engineering Company, Ld., the same concern which secured the contract for making the repairs on the transport *Warren*.

AN INDIAN DISPUTE.

KOWLOON TRADERS AT LAW.

In the Supreme Court, this forenoon, before Mr. Justice Gompertz, an Indian trader named Abdul Kader, of Austen Road, Kowloon, brought action against two others—Kupa Ram and Mangtu Ram—to recover the sum of $150.67, alleged to be due for goods sold and delivered.

Mr. Reader Harris, of Messrs Wilkinson and Grist, appeared for the plaintiff. Mr. J. R. Gardiner represented the second defendant; the first defendant having left the Colony.

The plaintiff, called, said he was manager of a firm at Kowloon, and was also doing business on his own at Hollywood Road. The defendants were carrying on business at Kowloon and at Taipo. They had three partners—first and second defendants and another (since dead). The goods sold to the defendants were Indian condiments and flour.

Mr. Harris—Who ordered the goods, and who took delivery of them?

Plaintiff—The three partners ordered the goods and took them away themselves.

From where did they take delivery of the goods?—My godown.

Did you give them a delivery order in each case?—Yes.

The plaintiff proceeding remarked that he had not been paid by the defendant for the goods he supplied them.

Cross-examined by Mr. Gardiner, plaintiff stated that he been carrying on business on his own account since July last. The sign over his shop did not bear the name of "Ah Ying and Company"—as a matter of fact he had no sign-board at all.

Mr. Gardiner called for plaintiff's account books, and questioned him at some length as to the way he kept them. Plaintiff admitted that the goods ordered by the defendants amounted to about $300, and they had paid something on account. The reason why the second defendant paid cash was because he had not settled his account, and plaintiff stopped his account. Before getting the second defendant arrested he made no inquiries about the first defendant, who had left by the steamer *Fook Sang*. The reason why he got the second defendant placed under arrest was because his partner (the first defendant) had absconded.

Here Mr. Harris asked permission to put in as evidence the file of a certain case in 1908 in which the defendants were entered as partners in that case.

The defence was that the second defendant was not a partner in the firm. He had no hand in the business at all. His business was at Taipo.

The Police Judge said that in the 1908 case the second defendant did not deny that he was a partner.

Evidence for the defence was then taken. The second defendant said that he carried on business at Taipo for nearly two years, and the first defendant was never a partner in the concern. He never had a share in the Austen Road shop. He had ordered goods personally from the plaintiff and had paid his bill monthly.

The case was remanded.

SHIPPING AND MAILS

MAILS DUE,

Indian (*Kutsang*) 28th inst.

German (*Gneisen*) 28th inst., noon.

Indian (*Kumsang*) 29th inst.

Canadian (*Empress of Japan*) 5th prox.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Vancouver on 24th inst.

The C. N. Co.'s s.s. *Tsinan* left Shanghai on 25th inst., and is due here on 28th inst.

The C. N. Co.'s s.s. *Changsha* left Sydney on 22nd inst., and is due here on 26th prox.

The J. C. S. N. Co.'s s.s. *Kumsang* from Calcutta and the Straits left Singapore for this port on 24th inst.

The Imperial German Mail s.s. *Prinz Eitel Friedrich* left Shanghai *viâ* Foochow on 24th inst., at midnight and may be expected [illegible] on the 28th inst.

THE KOWLOON RAILWAY.

QUESTIONS IN PARLIAMENT.

In the House of Commons on June 29 Mr. Ginnell asked the Under-Secretary for the Colonies by whom the staff was employed and controlled, orders placed, rebates and private commissions received, and patronage exercised in connection with large engineering works in the Colonies, if not by the Crown Agents, and also for particulars regarding the Kowloon railway.

Colonel Seely: In engineering works in the Crown Colonies carried out departmentally the staff is employed and controlled by the Colonial Government concerned. Orders other than those placed locally are placed by the Crown Agents. Appointments are made either by the Colonial Government or by the Crown Agents acting on the recommendation of the consulting engineers. No rebates or private commissions are received, and any discounts are credited to the Colonial Government. All the operations of the Crown Agents are subject to the control of the Secretary of State. The income and expenditure are audited by the Comptroller and Auditor-General, and moneys expended by them on behalf of a Government for which they act are audited precisely as other colonial expenditure. In matters in which the Imperial Parliament votes money the Comptroller and Auditor-General audits the expenditure. As regards the Kowloon railway, the original estimate of time for the tunnel was 3½ years, within which period it was thought that the rest of the line would be completed. The estimated cost of the one tunnel which alone was required on the original alignment was $1,833,200, and that of the remainder of the work was $3,166,800, making a total of $5,000,000. As it was decided to construct the line departmentally, no tenders were invited, and I am not aware that any offers were received from private firms. The actual expenditure by the Crown Agents up to date has been £127,575 0s. 3d. It is hoped that the line will be open for traffic throughout by August, 1910. The latest revised estimates have not yet been received for the Colony, and I am therefore unable to state their amount. During construction it has been found desirable to make considerable alterations in the alignment including four additional tunnels and other works, and to provide increased accommodation at the terminus, involving extensive and costly reclamation on the sea front.

Sir T. Brandon asked whether there was the slightest foundation for the suggestion that private commissions were received in the offices of the Crown Agent for the Colonies.

Colonel Seely: I am glad the hon. member has asked that question. I assume that no suggestion of improper conduct was contained in the phrase "private commissions." Of course, the exact contrary is the case. (Cheers.) The committee over which I had the honour to preside, containing men of noted financial ability, such as Sir F. Mowatt, decided unanimously that there was no possibility of any suggestion of anything but the utmost financial probity on the part of the Crown Agents. (Cheers.) I am confident no hon. member would make charges of that kind against public servants who by the rules of the Civil Service are precluded from defending themselves. (Cheers.)

Mr. Ginnell asked whether the officers referred to were under the rule of the Imperial Government or the Colonial Office to the same extent and in the same respect in which Government officials were controlled in this country.

Colonel Seely: Yes, Sir. They are practically in all respects a Government Department.

In further reply to Mr. Ginnell,

Colonel Seely said:—The Crown Agents do not undertake the construction of railways or any other engineering works. If the Government of a Crown Colony desires to undertake such works, the consent of the Colonial Office is necessary.

A DESPERATE WOMAN.

OPIUM POISONING AND SUICIDE.

A remarkable story was related to a *Telegraph* representative this morning of how a Chinese woman's life was saved by a dose of dog's blood after she had taken opium with the intention of committing suicide. It is not in our province to dwell on the merits of the antidote, and, therefore, we give the narrative for what it is worth.

Li Pong, a young married woman, residing at 23, Austin Road, Kowloon, had a quarrel with her husband on Saturday night. It is alleged that she taxed him with not bringing home enough money for her maintenance, and, getting no satisfaction from the man, retired to her room, and swallowed a mixture of opium and water.

In less than an hour's time the woman was discovered in an unconscious condition lying on her bed, and friends were called in. The result of the conference was that a dog was ordered to be killed, and the blood given to the woman, who revived [illegible] By this time a Tung Wa Hospital doctor had arrived and attended to the woman, who was later sent to the Government Civil Hospital, by Inspector Macdonald, of Yau-ma-ti Police Station.

She was discharged from the Institution this morning and appeared in the Police Court charged with attempting to commit suicide. She pleaded guilty to the charge, and promising that she "would not do it again," the charge was dismissed.

THE question of dispatching students to the United States, which has formed the subject of much discussion between the Wai-wupu and the Ministry of Education, has been settled. The Peking University has decided that small batches of students should be sent to the capital by the Commissioner of Customs at Canton, Shanghai, Tientsin, &c., to be drafted into the University. They would be divided into two batches, the first leaving [illegible] and the other [illegible] [illegible] [illegible]

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ENVOY TO RUSSIA.

TAI HUNG-TZE'S RETURN.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

Tai Hung-tze, special Envoy to Russia, returned to Tientsin from St. Petersburg on the 23rd inst. and left immediately after for Peking.

GRAND COUNCILLORS ILL.

CHANG CHIH-TUNG AND LUK CHIN LUM.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

Both Chang Chih-tung and Luk Chin-lum are seriously ill.

CHIHLI PROVINCE.

FINANCIAL POSITION.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

Acting Viceroy Na Tung has forwarded a confidential memorial to the Central Government reporting that the funds misappropriated do not appear to be quite as large as the amount stated at first.

MANCHURIA.

THE VICEREGAL SEAT.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

H.E. Sik Liang, Viceroy of the Three Eastern Provinces, has asked that the proposal to remove the Viceroy's yamen to Chang-tsun be cancelled.

RAILWAY CONCESSIONS.

OBSERVANCE OF TIME LIMIT.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

The Waiwupu has issued instructions to all the Provinces that all railway and mining concessions should be treated as null and void wherein the time allowed for the commencement of operations has lapsed.

CHINA LOANS.

A RUSSIAN APPLICATION.

[*By courtesy of the "Sheung Po."*]

Peking, 25th July.

The Russian Minister in Peking applied for Russian tea merchants in Hankow to be allowed to participate in the China loans.

Grand Councillor Chang Chih-tung has strongly opposed the application.

TYPHOON WARNINGS.

The telegrams quoted below have been received at the American Consulate General from the Manila Observatory:—

25th July, 12.15 a.m.

25th July, 11 a.m. Cyclone or typhoon E of Luzon less than 300 miles distant, moving N.N.W.

26th July, 11.45 a.m.

26th July, 11 a.m. Cyclone or typhoon E. of Balintang Channel moving N.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 26th at 11.10 p.—The barometer has fallen moderately over N. Luzon, Formosa and the S. Loochoos.

The typhoon appears to be situated to the N.E. Luzon and to be moving towards N.W.

The depression in the North is moving Eastwards to the N. of Hokkaido.

Pressure remains high over the Pacific to the S. of Japan.

Strong N.E. winds may be expected in the Formosa Channel, and moderate to fresh N.E. winds along the coast of China.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate or fresh; fair to unsettled.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lamocks, N.E. winds, fresh.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

HONGKONG DOCKS.

HALF YEARLY DIVIDEND.

We are authorized to state that, subject to audit, the directors of the Hongkong and Whampoa Dock Co., Ld., will recommend at the forthcoming meeting a dividend of 5%=$1.50 per share.

TROUBLE IN A BAR-ROOM.

LIGHT-WEIGHT CHAMPION AND A DISCOLOURED OPEN.

A great disturbance took place in a certain hotel on Saturday night, and three men—a European and two foreigners—were placed under arrest, charged with assault and disorderly behaviour. The trouble started before midnight when the European, who is supposed to be the "champion" light-weight bruiser of this Island, started to pick a quarrel with a man old enough to be his father, on the question of "British manners." When an attempt was made to punch the old gentleman several of the latter's friends stepped forward. The light-weight bruiser's foreign friends stepped forward, too, and a rough house started. Like true Britons the old gentleman was asked to step aside by his friends, and the opposition were put to flight, the bruiser emerging with a discoloured optic from the fray. The uproar was heard from the street and the police entered the bar-room taking into charge three men, including the man with the black-eye, who were moved to headquarters and released on bail of ten dollars each. When the case was called in the Police Court this morning, only one of the gang appeared. A remand was allowed in his case, while the bail of the others was ordered to be extreated.

RAUB GOLD MINING CO.

The Raub Australian Gold Mining Co. report the following result of crushing operations at Raub for the four weeks ended 17th instant:—Bukit Koman—stone crushed 3,789 tons, gold obtained 1,085 ounces, average per ton 5.73 dwt.—Bukit Malacca—stone crushed 2,000 tons, gold obtained 75 ounces, average per ton 18 grains.

FISHERMEN ADRIFT AT SEA.

THE "ANPING" SAVES FOUR MEN.

A thrilling tale of the saving of four fishermen, who were eight days at the mercy of the elements, without anything to live upon, was brought yesterday by the C. M. str. *Anping* from Tientsin, reports the *Shanghai Times* of 21st inst.

The *Anping*, Captain Klopler, left Tientsin in fine weather. The vessel was about twenty-two miles N.N.E. of Shaoweishan Island at 1.15 p.m. on Sunday, when a Ningpo fishing junk was sighted showing signals of distress. The course of the steamer was at once altered and she bore down on the derelict and with a little difficulty ranged alongside the vessel, which was damaged and waterlogged, and took on board the steamer four fishermen who were in a very weak condition. The junk had been badly damaged and buffeted about in a storm eight days previously off Steep Island, after which it had been drifting about in a sinking condition with a sea anchor out in an effort to stop her progress, but still drifting to where she was found. The shipwrecked men had sighted several steamers, but none of them had been near enough to see the signals of distress. When rescued they were starving and emaciated and everything possible was done for them. They were brought on to Shanghai and handed over to the authorities. They had in the meanwhile greatly recovered from the effect of their trying experience and will be sent back to their homes in the course of next week.

BORNEO STAMPS.

NEW ISSUE.

A N. B *Official Gazette* of July 1 says that adhesive postage and revenue stamps of the following denominations and descriptions have this day been issued to the Post Offices of the State for circulation:—

Value.	Colour.	Design.
1 cent.	Sepia	Tapir.
2 ,,	Green	Traveller's Palm.
3 ,,	Rose	View of part of Jesselton.
4 ,,	Red	Group.
5 ,,	Brown	Elephant.
6 ,,	Light Green	Rhinoceros.
8 ,,	Vermilion	Ploughing with Buffaloes.
10 ,,	Pale blue	Wild boar.
12 ,,	Dark blue	Cockatoo.
16 ,,	Red brown	Hornbill.
18 ,,	Dark green	Wild Cattle.
24 ,,	Lilac	Magapod.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/8½
Do. demand 1/8 13/16
Do. 4 months' sight 1/8 15/16
France—Bank T.T. 2.17½
America—Bank T.T. 42½
Germany—Bank T.T. 1.76½
India T.T. 130½
Do. demand 130½
Shanghai—Bank T.T. 74½
Singapore—Bank T.T. per H.K. $100 74
Japan—Bank T.T. 84½
Java—Bank T.T. 104

Buying.

4 months' sight L/C. 1/9 1/16
4 months' sight L/C. 1/9 3/16
10 days' sight San Francisco & New York ... 45
4 months' sight do. 44½
10 days sight Sydney & Melbourne ... 1.9 5/16
4 months' sight France 2.21½
6 months' sight ,, ... 2.23½
4 months' sight Germany 1.80½
Bar Silver 23½
Bank of England rate ..... 2½ %
Sovereign $1.52

INDO-CHINA STEAM NAVIGATION CO., LTD.

ANNUAL MEETING.

The 28th ordinary general meeting of the above company was held at the offices of the company, 29, Cornhill, London, E.C., on 29th ult., Mr. W. Keswick, M.P., presiding.

In moving the adoption of the report the Chairman said this again showed an unsatisfactory result; the earnings of the steamers have proved insufficient to meet the necessary outgoings. They were not singular in this respect, for the shipping industry throughout the year in all parts of the world had been seriously affected by the severe depression that had prevailed. The outlook now, however, was less unsatisfactory, and prospects appeared more reassuring. They had made the same annual provision for the depreciation of the fleet as on the last occasion, and to do this and to provide for the outgoings of the year they had taken £8,000 from the underwriting account, and they had again had recourse to the general reserve fund, which was closed by the transfer of £10,000 to profit and loss. The transfer from the former account left a balance at credit of £148,891, a sum more than sufficient to meet any conceivable call upon the fund for marine loss. They had had to meet the usual charge for the year, such as interest on debentures and general expenditure charges, which were much the same as for last year. They hoped to be able in more prosperous times to deal more drastically with the writing down of the item for debenture expenses. After meeting all outgoings, including depreciation, the transfer made would enable them to carry forward £15,162. It was matter of regret to the directors that they were unable to recommend the payment of a dividend on this occasion, but if the improved conditions continued it might be found possible on later inquiry to pay a dividend on the preferred shares. During the year £11,000 debentures had been issued, which, with the amount previously issued and bonds for £60,000 placed with bankers and made available, represented in all £325,825. Touching upon the insurance question, the Company ran a very substantial line in the underwriting account, when rates of premium were materially higher than at present. Immunity from serious accident for many years permitted the accumulation of a substantial balance at credit, which the Board regarded as part of the profits on that branch of their business, and from time to time the account was drawn upon to supply a part of the depreciation, and to augment the general profit. In 1908, however, insurance competition became very keen, and rates were reduced to so low a level that it became evident a change of policy was desirable. It was, therefore, decided to effect the insurance of the greater portion of the marine and fire risks with Lloyd's and the various companies, which was done at favourable rates of premium, and the company now took only 15 per cent. of the marine insurance risks. The Board was, through a committee, examining and considering the heads of expenditure and organisation with a view to seeing if it were possible to effect economies in the working of the fleet.

Mr. E. Beauchamp, M.P., seconded the adoption of the report, and a score of questions were then put by two shareholders. Mr. H. Humphreys suggested that there had been overbuilding, and said that if for various reasons profits were unattainable it would be better to wind up the company while its capital was still intact. He also suggested that the general managers, Messrs. Jardine, Matheson and Co., should be paid on the basis of a fixed sum annually and a handsome commission on the net profits instead of on the gross freight. Another shareholder also asked a number of questions, suggesting that the agreement with the general managers should be altered, and expressed the opinion that Mr. Keswick, a partner in the firm, should resign the chairmanship of the company and make way for a younger man.

The Chairman, in his reply, said it would require very clear evidence to convince him that any economies had been disregarded which it was possible to observe in the efficient care of the business and the making of the utmost efforts to secure the best possible results. With regard to a question as to who inspired the partners of Messrs. Jardine, Matheson and Co., resident in Hongkong and Shanghai, to give out freely two months ago that no dividend would be paid, the speaker said he was absolutely ignorant of anything of the kind having taken place. When prosperity returned again to the shipping trade of the world, he continued, he had no doubt that there would be again a period of prosperity forthcoming for the Company, and to wind it up would be a crime committed against British interest in China. As to the agreement with the general managers, any change would have to be effected by mutual consent, and it was certainly not the case that they were making unduly large earnings out of the company. The polite hint to himself to resign his position he should ignore unless it was the desire of the Board that someone else should occupy that position. He had fulfilled every duty which devolved upon him as chairman. He added that the company had not, in his opinion, done more than meet the requirements of trade so far as new ships were concerned.

The report was subsequently carried *nem. con.* Mr. William Paterson and Mr. W. W. Dickinson were reappointed directors, and a vote of thanks was unanimously accorded to the Chairman.

ANNUAL REPORT.

The twenty-seventh annual report of the board of directors of the Indo-China Steam Navigation Company states:—

"The directors now submit their report and statement of accounts for the year 1908.

The depression in trade and shipping, to which allusion was made in last year's report, was intensified during 1908, and the year's accounts show a loss of £55,255 15s. 9d. To meet this, and to provide for the depreciation of the fleet, £55,358 12s., £80,000 has been taken from the underwriting account and £10,000 from the general reserve fund. After making these appropriations, and meeting all expenses chargeable upon the year, there remains a balance of £5,162 os. 8d., which will be carried forward.

"The latest report from China have been of a more reassuring character. Freights in many directions have shown a considerable improvement, and there is reason to hope that this improvement will be continued. A committee of the board has been for some time, and still is, closely considering the heads of expenditure with a view to effecting any economies which might be found possible.

"No additions have been made to the Company's fleet during 1908, and no building contracts have been entered into.

"During the present year advantage has been taken of low rates to cover the bulk of the insurance on the fleet outside instead of carrying it in the company's underwriting account.

"The retiring directors are Mr. W. Paterson and Mr. W. W. Dickinson, who, being eligible, offer themselves for re-election.

"Messrs. Turquand, Youngs and Co., the Auditors, retire and will be proposed for re-election."

OPIUM SMUGGLING.

PRECAUTIONS ABOARD CHINA-MANILA STEAMERS.

Strenuous measures are to be taken by the companies which operate vessels between Hongkong and Manila to prevent the smuggling of opium and thus avoid laying the vessel, upon which it might be found, liable to fine by the customs authorities of the Philippines, says the *Manila Times*.

Under date of July 8 Shewan Tomes and Company, who operate the China-Manila liners *Rubi* and *Zafiro* between Hongkong and Manila, issued instructions to the officers of those vessels relative to the close watch to be kept for opium and providing for the search of the ships at least twice between Hongkong and Manila for the contraband drug.

The instructions leave a place at the bottom for the signatures of the master and chief engineer of the vessel, that the searches have been made and are as follows:

"In order to minimise the risk of the smuggling of opium on board your steamer we have decided to put the following regulations into force immediately, of which please take careful note:

"A thorough search for opium must be made at least on two separate occasions during every voyage from Hongkong to Manila under the each department. Firemen's and crews' quarters and effects, ventilators, lockers, and places where it is known that opium has been stowed on previous occasions, should receive the careful attention of the searchers.

"Any opium discovered during the voyage must be thrown overboard. Full particulars of the quantity, place and circumstances of discovery with names of persons implicated (if any) must be reported to this office by the captain.

"Copies of this notice can be obtained from the company's office, and one copy must be signed as below just prior to arrival at Manila and handed to Messrs. Warner Barnes and Co., Limited, by the captain personally."

CHINESE PIGS IN GREAT BRITAIN.

In the British House of Commons on July 1, Mr. T. O'Donnell asked the President of the Local Government Board "whether frozen pigs were shipped from Chinese ports for consumption in these countries; if so, what quantity had been landed during the past 12 months; whether there had been any inspection either in Chinese ports or at the landing ports in this country to safeguard the future consumers of this meat; and whether full inquiries would be made in China regarding the feeding, killing, and packing of these pigs before they were allowed to be landed in this country."

Mr. Burns: No frozen carcasses of pigs from Chinese ports have been imported into this country during the last 12 months. A packing-house and freezing establishment has, however, lately been constructed at Hankow, and a consignment from it of frozen pig carcasses is expected to arrive here at the end of the present month. I have caused inquiry to be made into the matter and have obtained information from the importing firm as to the feeding, killing, curing, and packing of the pigs. On arriving in this country the consignment will become subject to the Public Health (Foreign Meat) Regulations, which I issued last year, and I have caused communication to be made to the medical officer of health of the port at which the consignment is expected to arrive, with a view to securing that a strict examination is made of the carcasses in question.

Mr. Kilbride asked whether the firm established in China for the purposes of this business was English or American.

Mr. Burns: I do not know and I do not care. (Laughter.) They are all subject to inspection, and will have to toe the line so far as inspection is concerned. (Cheers and laughter.)

HONGKONG TIDE TABLE.

From July 26th to August 1st, 1909.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	HIGH WATER. Height	LOW WATER. Hongkong Mean Time.	LOW WATER. Height.
		h. m.	ft. in.	h. m.	ft. in.
Mon.	26	m 3 40	4 9	m 10 50	2 0
		3 10 a	4 8	9 56 a	2 0
Tues.	27	m 4 26	5 3	0 m a	2 1
		5 22 a	3 9	10 38 a	3 3
Wed.	28	m 5 6	5 8	1 0 m	2 3
		7 3 a	3 5	11 22 a	3 4
Thurs	29	m 5 48	6 4	1 44 a	1 8
		8 3 a	3 9		
Fri.	30	m 6 31	6 9	m 0 5	3 4
		8 50 a	4 0	2 24 a	1 8
Sat.	31	m 7 20	7 5	m 0 48	3 5
		9 30 a	4 1	3 2 a	0 8
Sun.	1	m 8 8	7 9	m 1 39	3 8
		10 20 a	4 9	3 40 a	0 8

m denotes morning.
a ,, afternoon.

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from A. O. AKEHURST, Esq., to sell by PUBLIC AUCTION, on FRIDAY, the 30th July, 1909, at 3 P.M., at No. 1, Ormsby Terrace, Kowloon, SUNDRY HOUSEHOLD FURNITURE. (Particulars from Catalogue).

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th July, 1909. [557

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 31st July, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTELS, TEAKWOOD SIDEBOARDS and DINNER WAGGON with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, GLASS, CROCKERY and E.-P. WARE, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, Double and Single BRASS-MOUNTED IRON BEDSTEADS and BEDDING, a quantity of CANTON CARVED BLACKWOOD WARE, CARPETS, COOKING STOVE and UTENSILS, &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th July, 1909. [556

FROM EUROPE.

THE H. A. L. Steamship "DORTMUND," Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained against Bills-of-Lading countersignature by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 26th July, 1909. [554

MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "LENNOX," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th August, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th July, 1909. [555

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—$36 per annum.

WEEKLY—$13 per annum.

The rates per quarter and per mensem, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional $1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order, THE MANAGER, Hongkong Telegraph Co., Ld.

Hongkong, 22nd December, 1908. [19

Intimations.

THE DAIRY FARM Co., LIMITED,

Choice Australian RABBITS 75 cents each

HARES $1.50 each.

Hongkong, 17th July, 1909. [380

PILSENER "ASAHI" AND "SAPPORO" BEER.

LIGHT AND REFRESHING SUMMER BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.
,, H. PRICE & Co.
,, A. S. WATSON & Co., LTD.
,, VICTORIA DISPENSARY.
,, WATKINS, LTD.
,, FRENCH STORE.
,, KOWLOON DISPENSARY
AND EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

[471

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908 [14

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes
11.00 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon ...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes.
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 2.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Wongneichong, 1st April, 1909. [46

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From Quebec.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" " " " 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest *en route*.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... £43.
Via New York ..... £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).
11]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	*MAUSANG*‡	....TUESDAY, 27th July, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	*KUTSANG*†‡	.....FRIDAY, 30th July, Noon.
MANILA	*YUENSANG**	...FRIDAY, 30th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*NAMSANG**	.....TUESDAY, 3rd Aug., Noon.
CHINWANTAO VIA WEIHAIWEI & CHEFOO	*SUISANG**	.....TUESDAY, 3rd Aug., Noon.
MANILA	*LOONGSANG**	...FRIDAY, 6th Aug., 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,** General Managers.

Telephone No. 61.
Hongkong, 24th July, 1909. [6

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
MANILA	"TAMING"	27th	July,	3 P.M.
SWATOW & SHANGHAI	"YINGCHOW"	28th	"	4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	30th	"	"
SHANGHAI	"ANHUI"	30th	"	"
SHANGHAI	"LINAN"	31st	"	Daylight.
MANILA	"TSAN"	3rd	Aug.	3 P.M.
SHANGHAI	"CHINHUA"	5th	"	4 P.M.
SHANGHAI	"CHENAN"	8th	"	Daylight.
MANILA, ZAMBOANGA and USUAL AUSTRALIAN PORTS	"CHANGSHA"	19th	"	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

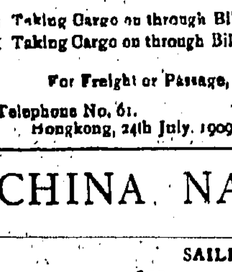
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chenan, Linan, Chinhua,*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—$45 single, $80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Telephone No. 36.
Hongkong, 26th July, 1909. [8



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	8540	R. Rodger	MANILA	SATURDAY, at Noon 31st July,
RUBI	8540	R. W. Almond	"	SATURDAY, at Noon. 7th Aug.,

For Freight or Passage, apply to
SHEWAN TOMES & CO.
GENERAL MANAGERS.
Hongkong, 26th July, 1909. [9

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU .....5,000 tons gross.....Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU .....6,000 " ..... " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU .....5,000 " ..... " 10th Dec., 1909, at Noon.

For particulars, apply to
K. MATSDA,
Manager.
TOYO KISEN KAISHA, York Building.
Hongkong, 28th June, 1909. [257

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKOHAMA	"FITZPATRICK" Capt. E. R. Hutchinson	4,416	SATURDAY, 31st July, at Daylight.
Do.	"SEATTLE MARU" Capt.	6,178	SATURDAY, 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI Via SWATOW, AMOY and FOOCHOW	"CHOSHUN MARU" Captain T. Suruga	TUESDAY, 27th July, at 10 A.M.
SWATOW, AMOY & TAMSUI	"DAIGI MARU" Captain H. Muruyama	SUNDAY, 1st Aug., at 10 A.M.
ANPING Via SWATOW and AMOY	"SOSHU MARU" Captain T. Sugi	WEDNESDAY, 4th Aug., at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU," and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.
Hongkong, 26th July, 1909. [499

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	Steamers.		Sailing Dates. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Capt. K. Homma,	Tons 6500	WEDNESDAY, 4th Aug., at Daylight.
	AWA MARU, Capt. A. Keith,	Tons 6500	WEDNESDAY, 18th Aug., at Daylight.
VICTORIA, B.C., & SEATTLE, Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA	§ KAGA MARU, Capt. M. Hagino,	Tons 6500	TUESDAY, 17th Aug., at 4 p.m.
	§ SHINANO MARU, Capt. K. Kawara,	Tons 6500	TUESDAY, 14th Sept., at 4 P.M.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU Capt. T. Sekine,	Tons 5000	FRIDAY, 6th Aug., at Noon.
	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 3rd Sept., at Noon.
SHANGHAI, MOJI AND KOBE	‡ MOYORI MARU, Capt. J. C. Richards,	Tons 4020	WEDNESDAY, 28th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi,	Tons 6500	WEDNESDAY, 4th Aug., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson,	Tons 9000	FRIDAY, 30th July, at Daylight.
KOBE AND YOKOHAMA	HITACHI MARU, Capt. Wm. Wade,	Tons 7000	FRIDAY, 6th Aug., at 5 P.M.

‡ Cargo only.
§ Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru .....(Capt. F. L. SOMMER).....About Friday, 30th July,
Mishima Maru .....(Capt. A. E. MOSES).....About Wednesday, 25th August.
Atsuta Maru .....(Capt. W. THOMPSEN).....About Wednesday, 22nd September.
Miyasaki Maru.....(Capt. W. BAINBRIDGE) ...About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS

BETWEEN
HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	$120	$110	$100	$50
2nd "	$80	$70	$60	$50

Option of rail between calling ports in Japan.

For further particulars, apply to
T. KUSUMOTO,
Manager. [418-419

Shipping—Steamers

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DELHI,"
Captain G. W. Gordon, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 7th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mantua*, 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceana*, due in London on 19th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 26th July, 1909. [4

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"CATHERINE APCAR,"
Captain G. F. Hudson, will be despatched for above Ports TO-MORROW, the 27th instant, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 26th July, 1909. [550

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VANCOUVER B.C., TACOMA & SEATTLE
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date
Kumeric	6,232	J. Mathes	1909 28th July
Aymeric	4,363	J. Boyd	26th Aug.
Saxeric	6,232	S. Shotton	23rd Sept.

* These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

S.S. *Kumeric* calls at Keelung, Shanghai, Moji, Kobe and Yokohama.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED.
General Agents.
Queen's Buildings.
Hongkong, 22nd July, 1909. [10

STEAM TO CANTON.

THE New Twin Screw Steel Steamers
"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. GROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officered by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....$4.
Meals.....$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 26th April, 1909. [16

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK:
S.S. _____

For Freight and further Information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 20th July, 1909. [48

Shipping—Steamers.

"INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRAWADI,"
Captain W. Gray Williams, will be despatched as above about 21st August.
For Freight, apply to
JARDINE, MATHESON & Co., Ld.,
Agents.
Hongkong, 21st July, 1909. [537

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With liberty to call at the Malabar Coast).

THE Steamship
"WELSH PRINCE"
will be despatched for the above Ports on SATURDAY, the 14th August, 1909.
For Freight and Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 23rd July, 1909. [512

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE
TO
SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship
"_____"
For further particulars apply to
MESSAGERIES MARITIMES,
Agents at Hongkong.
Hongkong, 21st July, 1909 [58

Intimations.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia e de diversas cores.

Precos modicos.

Dirija-se a
GRACA & CO.,
27, Des Voeux Road.
Hongkong, 8 junho de 1909 [66

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

利 光 隆 傢 俬

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 39, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.
25th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1906 [66

O. C. MOOSA,

1 & 8, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.
Hongkong, 30th September, 1908 [47

Shipping.

Arrivals.

Persia, Aust. s.s., 3,779, P. Guirgevich, 24th July,—Shanghai 21st July, Gen.—S., W. & Co.

Hupeh, Br. s.s., 1,205, H. Mathias, 24th July,—Chefoo 18th July, Gen.—B & S.

Manchuria, Am. s.s., 8,750, A. Dixon, 25th July,—San Francisco 24th June, and Manila 21st June, Mails and Gen.—P. M. S. S. Co.

Manila, Ger. s.s., 1,108, R. Gathemann, 25th July.—Melbourne 22nd June, and Manila 22nd July, Gen.—M. & Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 25th July,—Swatow 24th July, Gen.—D., L. & Co.

Fooshing, Br. s.s., 1,118, T. Lishman, 25th July,—Wuhu 20th July, Gen.—J., M. & Co.

Huichow, Br. s.s., 1,217, E. Forsyth, 25th July,—Tientsin via Chefoo and Weihaiwei 20th July, Gen.—B. & S.

Mathilde, Ger. s.s., 831, A. P. Ulderup, 25th July,—Swatow 24th July, Gen.—J. & Co.

Ping Suey, Br. s.s., 4,148, J. Barber, 25th July,—Singapore 20th July, Gen.—B. & S.

Yatshing, Br. s.s., 1,424, M. Courtney 25th July,—Ching-wan-tao 7th July, Coal.—J., M. & Co.

Seguta, Br. s.s., R. Hayes, 25th July,—Yokohama 4th July, and Shanghai 21st, Gen.—J., M & Co.

Fuki Maru, Jap. s.s., Murakawa, 25th July,—Moji 18th July, Coal.—Order.

Clara Jebsen, Ger. s.s., 1,103, J. Bendixen 25th July,—Canton 24th July, Coal.—J. & Co.

Kiang Chiog, Chi. s.s., 1,022, A. F. Brissander, 25th July,—Canton 24th July, Gen.—King Lee & Co.

Sui Sang, Br. s.s., 1,776, W. D. Welsh, 26th July,—Pulo Laut 15th July, Gen.—J., M. & Co.

Taming, Br. s.s., 1,330, A. Somerville, 26th July,—Manila 21st July, Hemp.—B. & S.

Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 26th July,—Yokohama via Kobe and Moji 21st July, Gen.—J., M. & Co.

Amara, Br. s.s., 1,56[illegible], Mattock, 26th July.—Samarang 15th July, Sugar.—J., M. & Co.

Chiyo Maru, Jap. s.s. 13,426, W. W. Greene, 26th July,—San Francisco 29th June, and Shanghai 24th July, Gen.—T. K. K.

Lennox, Br. s.s., D. Reid, 26th July,—Singapore 20th July, Gen.—D. & Co., Ld.

Yuensang, Br. s.s., 1,711, P. H. Rolfe, 26th July.—Manila 23rd July. Hemp, Cigars and Gen.—J., M. & Co.

Anhui, Br. s.s., 1,350, Harris, 26th July,—Shanghai 22nd July, Gen.—B & S.

Loksang, Br. s.s., 978, Bowker, 26th July,—Chinkiang 21st July, Gen.—J., M. & Co.

Dortmund, Ger. s.s., 3,063, M. Malchow, 26th July,—Hamburg 10th June, Gen.—H. A. L.

Frithjof, Nor. s.s., 891, O Andersen, 26th July,—Haiphong and Hoihow 25th July, Gen.—Aagaard, Thoresen & Co.

Hsin Ming, Br. s.s., 1,128, Blethun, 26th July,—Shanghai 3rd July, Gen.—C. M. S. N. Co.

Clearances at the Harbour Office.

Onsang, for Singapore.
Hainming, for Canton.
Hupeh, for Canton.
Hongmoh, for Amoy.
Ceylon Maru, for Bombay.
Yochow, for Amoy.
Anhui, for Canton.
Meifoo, for Shanghai.
Segura, for Singapore.
Fooshing, for Canton
Ping Suey for Shanghai.
Kwoiyang, for Tsingtau.
Ktangching, for Chinkiang.
Cheongshing, for Swatow.
Huichow, for Canton.
Mathilde, for Hoihow.
Hoi Fook, for Kwong-chow-wan.

Departures.

July 25.

Haimun, for Swatow.
Daijin Maru, for Swatow.
Kowloon, for Haiphong.
Hongmoh, for Amoy.
Johanne, for Swatow.
Chenan, for Shanghai.
Trigonia, for Canton.
Fatching, for Canton.

July 26.

Fooshing, for Canton.
Yatshing, for Canton.
Huichow, for Canton.
Hupeh, for Canton.
Meifoo, for Shanghai.
Kwoiyang, for Newchwang.
Onsang, for Singapore.
Fausang, for Saigon.
Yochow, for Shanghai.
Cheongshing, for Tientsin.
Segura, for Singapore.
Kansu, for Hoilo.
Ceylon Maru, for Bombay.

Passengers arrived.

Per *Persia*, from Shanghai—Mr. Wiliam Hill.

Per *Haitan*, from Swatow—Mr. and Mrs. Knoth, Messrs. Dubois and J. Robertson.

Per *Namsang*, from Japan—Misses Kennett, B. M. Kennett, and Mr. and Mrs. Rivers-Moore.

Per *Huichow*, from Tientsin, &c.—Major Kirkpatrick, and Mr. and Mrs. Phillip and 2 children.

Per *Mantua*, for Hongkong from Sydney—Mrs. E. Morrison, infant and nurse, Mr. E. C. Richardson. From Simpsonhafen—Dr. Baun, Messrs. A. van der Laan, Rich. Schilling and Albert Konitz. From New Guinea—7 Chinese, and 1 Malay. From Manila—Messrs. E. Wellmann, J. D. Huff, R. F. Moss M. A. Erbi, Mrs. Alice Lehn, and Emanuel Glumio. From Sydney for Nagasaki—Mr. Peter Cleohenki.

Per *Manchuria*, from San Francisco, &c.—Mr. and Mrs. T. J. Barclay, Messrs. W. S. Barclay, A. S. Bhedwar, A. Clark, Misses. A. W. Cockroft, M. M. Cooke, Mrs. A. L. Cummings, Mr. F. B. Dake, Mrs. M. Fujuwara, Mrs. M. Gieseke, Miss B. M. Gieseke, Mrs. H. J. Hickman, Mr. L. V. Hitchcock, Mr. and Mrs. M. N. Mehta, Messrs. B. Mian, D. L. Oleson, E. T. O. Reilly, Mr. and Mrs. M. J. Strong, Miss E. M. Vroom, Mr. and Mrs. R. E—logalis,—Mr. V. Quiogue,—Mrs. W.—N. Hughes, Mrs. F. M. Mumson, Mr. H. M. Johnston, Dr. and Mrs. J. Pettyjohn, Mr. T. F. Smith, Capt. P. M. Shoffer, Lt. L. B. Chandler, Messrs. L. Lauritzen, W. T. Hendrick, W. C. Lyon, Mr. and Mrs. F. P. Heim, Lts. G. E. M. Kelley, J. W. S. Wuest, Messrs. L. Frasher, W. Kampton, Capt. A. T. Easton, Mr. C. F. Henser, Capt. and Mrs. R. E. Wyllie, Messrs. Tong Sak Wan, H. Duthie, Lt. W. C. Stoll Mr. C. L. Stokes, Lt. J. A. Higgins, Messrs. A. R. Clark, A. B. Moulder, J. T. Marshall, D. Trumbull, Mrs. D. McDuffie and infant, Mr. and Mrs. E. J. Peabody, Lts. E. L. Miller, J. E. Prickel, J. M. Baxter, Mr. and Mrs. F. B. Cooper, G. V. Blackburn, Mrs. O. Dolling, Mrs. A. B. Holliday, Mr. E. C. Locsin, Mr. and Mrs. M. W. Creagh, Master Creagh and amah, and 125 Chinese.

Per *Anhui*, from Shanghai—Messrs. McGee and Arlindale.

Per *Yuensang*, from Manila—Mrs. P. Hayden, Mrs. E. Drescher, Mrs. M. Stephanio, and 91 Chinese.

Per *Chiyo Maru*, from San Francisco—Mr. Ferd. Boynton, Capt. Jacob N. Coffin, Mr. Lee E. Collier, Mrs. C. K. Dunlap, Miss S. Dunlap, Messrs. E. M. L. Engle, Roger S. Hardy, Dr. J. Spencer Hough, Mr. B. W. La Prade, Dr. Carrie E. Leiberg, Messrs. C. C. McCollum, F. Miller, Cecil D. Rainey, S. C. Ridgaway, Carl W. Shepardson, Mrs. M. R. Simpson, Messrs. John J. Snidow and Dwight Whiting. From Yokohama—Mr. K. Nakahama. From Nagasaki—Mr. A. Mitsuhashi. From Shanghai—Messrs. J. F. Bromfield, F. Ehrhardt, L. Knox, C. S. Salmon and Tokunaga.

Passengers departed.

Per *Empress of India*, for Shanghai, &c.—Messrs. Jules Behr, Lenneth, Koo Sze Yuen, Loo Soon Mung, Mr. and Mrs. McCaffery and maid, Messrs. J. J. Woodruff, L. A. Lussdorf, H. Vishi, Owyang King, Cheong Win Son, H. B. Hickman, A. G. Green, J. Hall Brutton, Mrs. Geo. Cross, Mr. H. Desoille, Mrs. J. A. Ginkel, and Mr. H. K. Kougeumijian.

Per *Rubi*, for Manila—Miss L. M. Medland, Masters R. and H. Baumann, G. Go Tanco, Messrs. Chang Hing, Wong Siong, Ng Chung Liong, Mr. and Mrs. E. Block, Messrs. A. Camara, K. Kuma, J. B. Mauley, J. Jong, J. Lin Lee, Leong Lai, Ho Tim, Mr. and Mrs. A. Vidal, Messrs. Chiu Lip, Wong Chat, Yu Euchuig Sero, M. Matsuo, Fong Kung, Y. T. Gale, Chiug Wai, Yu Pung Ko, Mrs. Chang Chen Shi, Messrs. Ho Pan and Ho Mang Kung.

Shipping Reports.

Str. *Persia*, from Shanghai:—Fine weather.

Str. *Taming*, from Cebu:—Moderate winds and fine clear weather.

Str. *Yuensang*, from Manila:—Fine weather, N.E. to East winds moderate sea.

Str. *Loksang*, from Chinkiang:—Light variable winds and fine clear weather.

Str. *Anhui*, from Shanghai:—Moderately light variable winds and fine weather throughout.

Str. *Nam Sang*, from Yokohama, &c.:—Light variable winds, smooth sea. Fair and clear weather.

Str. *Amara*, from Samarang:—Moderate S. monsoon and rain until the 24th and strong N.E. winds and heavy swell.

Str. *Ping Suey*, from Singapore:—Moderate to fresh breeze from S.S.E. through West to N. and N.S. Lother port heavy rain squalls and light N.S. swell.

VESSELS IN PORT.

STEAMERS.

Benvorlich, Br. s.s., 2,164, D. T. Calley, 18th July,—Moji 11th July, Coal.—J., M. & Co.

Catherine Apcar, Br. s.s., 1,730, G. F. Hudson, 20th July,—Calcutta 3rd July, via Penang and Singapore 15th, Gen.—D. S. & Co., Ld.

China, Am. s.s., 3,186, D. E. Friele, 15th July,—San Francisco 17th June, Honolulu 24th, Yokohama 7th July, Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and Gen.—P. M. S. S. Co.

Choshun Maru, Jap. s.s., 1,109, T. Suruga, 23rd July,—Swatow 22nd July, Gen.—O. S. K.

Erroll, Br. s.s., 2,886, L. James, 4th July,—Salina Cruz 24th May, and Moji 28th July, Coal.—D. & Co., Ld.

Fitzpatrick, Br. s.s., 2,837, R. E. Hutchinson, 16th July,—Moji 10th July, Coal.—O. S. K.

Hailan, Fr. s.s., 377, O. A. Hoeg, 26th June,—Hoihow 23rd June, Gen.—A. R. M.

Hadis, Nor. s.s., 1,065, G. Solberg, 16th July,—Bangkok 8th July, and Hoihow 14th, Rice.—Aagaard, Thoresen & Co.

Hangsang, Br. s.s., 1,356, S. Wilde, 18th July,—Canton 17th July, Gen.—J., M. & Co.

Kaifuku Maru, Br. s.s., 1,903, Suda, 15th July,—from Moji, Coal.—M. B. G. K.

Kashing, Br. s.s., 1,142, H. E. Laver, 23rd July,—Karatsu 12th July, Coal.—B. & S.

Kumeric, Br. s.s., 4,006, J. Mathie, 13th July,—United States via Japan and Manila 29th June, Gen.—D. & Co., Ld.

Laertes, Br. s.s., 1,340, D. C. H. Frampton, 18th July,—Saigon 14th July, Rice and Gen.—Wo Fat Sing.

Mandasan Maru, Jap. s.s., 2,847, Yamamoto, 19th July,—Miike 13th July, Coal.—M. B. K.

Marie, Ger. s.s., 1,169, Christiansen, 23rd July,—Moji 17th July, Coal.—J. & Co.

Mausang, Br. s.s., 1,644, G. S. Weigall, 13th July,—Sandakan 7th July, Timber and Gen.—J., M. & Co.

Ningchow, Br. s.s., 5,837, Allen, 14th July,—from Tacoma, Flour and Gen.—B. & S.

Paklat, Ger. s.s., 1,017, J. Wenzel, 24th July,—Bangkok 15th July, via Swatow 23rd, Rice and Wood.—M. & Co.

Pongtong, Br. s.s., 998, Oldsen, 20th July,—Bangkok 11th July, and Koosichang 14th, Wood, Rice and Salt.—Yuen Fat Hong.

Quarta, Ger. s.s., 1,145, H. Madsen, 23rd July,—Macassar 13th July, Gen.—J. C. J. L.

Thordis, Nor. s.s., 1,091, J. Jorgensen, 24th July,—Bangkok via Swatow 16th July, Rice.—Kin Tye Loug.

Tjikini, Dut. s.s., 2,487, H. Koops, 23rd July,—Moji 18th July, Gen.—J. C. J. L.

Yingchow, Br. s.s., 1,216, W. Fraser, 21st July,—Canton 20th July, Gen.—B. & S.

Ships Passed The Canal.

18th June—*Syria*. 22nd June—*Bencleuch, Oceanien, Monmouthshire, Carmarthenshire, Kintuck, Stentor, Longships, Peking*. 25th June—*Achilles, Ernest Simons, Iyo Maru, Inaba Maru, Prinz Eitel Friedrich, Pera, Prinz Ludwig*. 29th June—*Belgravia, Brisgavia, Glancus, Glenavon, Glenlogan, Tadrapura, Lennox*. 2nd July—*Atsuta Maru, Indramayo, Ping Suey, Polynesien, Somalt, Sumatra*. 6th July—*Gosben, Nippon, Benglce, Moyune, Silesia*, (Ger.) 9th July—*Perseus, China*, (Aus.) *Tonkin, Hitachi Maru*. 13th July—*Lutzow, Karonga, Palermo, Wakata Maru, Theseus*. 16th July—*Borneo, Flintshire, Glenlochy, Katsow, Suevia, Shimosa, Prium*. 16th July—*Oldenburg, Satsuma*. 20th July—*Andree Rickmers, Inverclyde, Antenor, Benlawers, Bulow, Canton, Sydney, Glenstrae, Poona*.—23rd July—*Meinam, Australien, Hyson, Dardanus Palma, Calkay, Kanagawa Maru*.

Arrivals at Home—18th June—*Nubia*. 22nd June—*Hakata Maru, Derfflinger*. 25th June—*Austria, Dacre Castle*. 29th June—*Bendoran, Indrasamha*. 2nd July—*Stentor, Kintuck, Peking*. 6th July—*Nubia, Liberia, Brilliant, Monmouthshire*. 9th July—*Prinz Eitel Friedrich, Belgravia, Polynesien, Pera*. 13th July—*Glancus, Iyo Maru*. 16th July—*Glenlogan*. 19th July—*Somalt*. 20th July—*Lutzow, China*, (Aus.) *Moyune, Oopack, Silesia*, (Ger.) *Wakata Maru*. 23rd July—*Belgravia, Theseus*.

	July 25 at 10 a.m.	July 25 at 4 p.m.
Barometer	29.83	29.78
Temperature	83	83
Humidity	73	77
Rainfall	0.10	—

Steamers Expected.

Vessels	From	Agents	Due
Minnesota	Manila	N. Y. K.	July 27
Glenavon	Singapore	McG. & G.	July 27
Kleist	Shanghai	M. & Co.	July 28
Goeben	Singapore	M. & Co.	July 28
Sumatra	Singapore	P. & O. Co	July 28
Kutsang	Singapore	J., M. & Co	July 28
Kamo Maru	Shanghai	N. Y. K.	July 28
Moyori Maru	Singapore	N. Y. K.	July 28
Linan	Shanghai	B. & S.	July 28
Kumsang	Singapore	J., M. & Co	July 29
Aldenham	Sydney	G., L. & Co	Aug. 1
Nikko Maru	Thursday I	N. Y. K.	Aug. 2
Emp. of Japan	Vancouver	C. P. R. Co	Aug. 5
Yeboshi Maru	Bombay	N. Y. K.	Aug. 11
Changsha	Sydney	B. & S.	Aug. 16

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Hailan	at	Kowloon Dock	
Vorwarts	"	"	"
Peiho	"	"	"
Butuan	"	"	"
Haldis	"	"	"
Kaipan	"	"	"
Paul Beau	"	"	"
Muncaster Castle	"	Cosmopolitan	"

TAIKOO DOCKS.

Hangchow	at	Quarry Bay Docks	
Kwangse	"	"	"

CHINA COAST METEOROLOGICAL REGISTER.

July 24th, 1909, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	7 a.m.	29.69	67	99	SE	1	o
Nemuro	6 a.m.	29 89	—	—	—	0	—
Hakodate	"	29.97	—	—	—	0	—
Tokio	"	29 99	—	—	—	0	—
Kochi	"	29.99	—	—	SW	2	—
Nagasaki	"	29.99	—	—	—	0	—
Kagoshima	"	30.04	—	—	—	0	—
Oshima	"	30.01	—	—	S	2	—
Naha	"	29.97	—	—	—	0	—
Ishigakijima	"	29.89	—	—	E	2	—
Bonin Is.	"	30.04	—	—	E	2	—
Chefoo	6 a.m.	29 79	79	87	S	4	b
Weihaiwei	9 a.m.	29 83	83	—	NE	1	b
Hankow	6 a.m.	29.83	85	87	SE	1	b
Kinkiang	"	29.92	82	87	—	0	b
Shanghai	9 a.m.	29 91	87	65	S	3	b
Gutzlaff	"	29 91	84	87	SSE	2	bv
Sharp Peak	"	29.89	81	87	N	4	c
Amoy	6 a.m.	29.83	80	91	NW	1	b
Swatow	"	—	—	—	—	—	—
Taikoo	a.m.	29 87	—	—	—	0	—
Taichu	"	29.88	—	—	—	0	—
Tamsui	"	29.87	—	—	E	2	—
Koshun	"	29 85	—	—	NE	6	—
Pescadores	"	29.85	—	—	—	0	—
Canton	a.m.	29 86	84	83	E	1	c
Hongkong	a.m.	29 85	80	87	ESE	3	op
Victoria Peak	"	—	—	—	ESE	5	—
Cap Rock	"	29 79	—	—	ESE	5	—
Macao	"	29.84	81	—	SE	2	c
Wuchow	9 a.m.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	8 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29 82	75	—	SW	2	o
Manila	10 a.m.	—	—	—	—	—	—
Legaspi	6 a.m.	29 80	75	—	o	c	
Bacolod	9 a.m.	—	—	—	SSE	1	o
Iloilo	"	29 83	82	—	SSW	1	b
Cebu	"	29.82	84	—	N	1	b
Labuan	"	29.29	78	—	—	—	—

July 26th, 1909, a.m.

Vladivostock	7 a.m.	29.57	75	92	N	1	o
Nemuro	6 a.m.	29.53	—	—	S	8	—
Hakodate	"	29 65	—	—	SW	8	—
Tokio	"	29.87	—	—	—	0	—
Kochi	"	29 95	—	—	SW	2	—
Nagasaki	"	29.95	—	—	S	2	—
Kagoshima	"	30.00	—	—	—	0	—
Oshima	"	29.93	—	—	—	0	—
Naha	"	29.85	—	—	E	2	—
Ishigakijima	"	29.78	—	—	E	6	—
Bonin Is.	"	30.01	—	—	E	2	—
Chefoo	6 a.m.	29 70	84	75	S	3	b
Weihaiwei	9 a.m.	29 76	85	—	NE	1	b
Hankow	6 a.m.	29.84	86	87	SSE	1	b
Kiukiang	"	29.78	83	87	—	0	b
Shanghai	9 a.m.	29 85	87	65	SSE	3	—
Gutzlaff	"	29 86	83	87	S	2	cv
Sharp Peak	"	29.86	84	91	NNE	3	b
Amoy	6 a.m.	29.77	85	72	NE	1	o
Swatow	"	29 75	79	90	NW	1	b
Taihoku	5 a.m.	29.79	—	—	E	4	—
Taichu	"	29 77	—	—	SE	2	—
Tainan	"	29.76	—	—	—	0	—
Koshun	"	29.76	—	—	N	4	—
Pescadores	"	29 75	—	—	—	0	—
Canton	9 a.m.	29.83	86	72	—	0	c
Hongkong	10 a.m.	29.82	86	66	E	2	c
Victoria Peak	"	—	—	—	E	2	—
Cap Rock	"	29 78	—	—	ENE	4	—
Macao	"	29 83	86	—	NE	1	c
Wuchow	9 a.m.	29.83	79	—	SW	1	c
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	8 a.m.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	—	—	—	—	—	—
Aparri	6 a.m.	29.69	75	—	W	2	r
Manila	10 a.m.	29.76	81	85	SW	3	o
Legaspi	6 a.m.	29.73	79	—	W	2	o
Bacolod	9 a.m.	—	—	—	SSW	3	or
Iloilo	"	29 83	83	—	SW	5	b
Cebu	"	29 82	85	—	S	3	b
Labuan	"	29.82	81	—	—	—	—

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

☞ Approximate times of closing mails at Shanghai via Dairy and Siberia.

28th July ..... at 8.30 P.M.
31st " ..... at 8.30 P.M.
5th August ..... at 11.00 A.M.

A Mail will close for:—

Bangkok—Per *Haldis*, 27th July, 9 A.M.
Shanghai—Per *Lennox*, 27th July, 10 A.M.
Sandakan—Per *Mausang*, 27th July, 10 A.M.
Singapore, Penang and Calcutta—Per *Catherine Apcar*, 27th July, 10 A.M.
Batavia, Cheribon, Samarang and Sourabaya—Per *Tjikini*, 27th July, NOON.
Macao—Per *Sui Tai*, 27th July, 1.15 P.M.
Manila—Per *Taming*, 27th July, 2 P.M.
Shanghai and Vladivostock—Per *Indrapura*, 27th July, 3 P.M.
Shanghai, Kobe and Yokohama—Per *Dortmund*, 27th July, 4 P.M.
Singapore, Penang and Calcutta—Per *Persia*, 27th July, 5 P.M.
Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, 27th July, 6 P.M.
Saigon—Per *Benvorlich*, 28th July, 10 A.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Vancouver, Tacoma and Seattle, Wash.—Per *Kumeric*, 28th July, 10 A.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjimahi*, 28th July, 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Kleist*, 28th July, 11 A.M.
Swatow—Per *Haimun*, 28th July, 1 P.M.
Macao—Per *Sui Tai*, 28th July, 1.15 P.M.
Swatow and Shanghai—Per *Yingchow*, 28th July, 3 P.M.
Macao—Per *Sui Tai*, 29th July, 1.15 P.M.
Shanghai, Yokohama Kobe and Moji—Per *Kutsang*, 30th July, 11 A.M.
Swatow, Amoy and Foochow—Per *Haiyang*, 30th July, 1 P.M.
Macao—Per *Sui Tai*, 30th July, 1.15 P.M.
Shanghai—Per *Amhui*, 30th July, 3 P.M.
Manila—Per *Yuensang*, 30th July, 3 P.M.
Weihaiwei, Chefoo and Tientsin—Per *Huichow*, 30th July, 3 P.M.
Singapore, Penang and Colombo—Per *Kamo Maru*, 30th July, 4 P.M.
Keelung, Shanghai, Moji, Kobe, Shimidzu, Yokohama and Tacoma—Per *Fitzpatrick*, 30th July, 5 P.M.
SHANGHAI VIA SIBERIAN Mail to Europe—Per *Linan*, 30th July, 6 P.M.
Manila—Per *Zafiro*, 31st July, 10 A.M.
Macao—Per *Sui Tai*, 31st July, 1.15 P.M.
Keelung, Nagasaki, Kobe, Yokohama and Seattle—Per *Minnesota*, 2nd Aug., 9 A.M.
Singapore, Penang and Calcutta—Per *Namsang*, 3rd Aug., 11 A.M.
Weihaiwei, Chefoo and Chinwantao—Per *Suisang*, 3rd Aug., 11 A.M.
Manila—Per *Tean*, 3rd Aug., 2 P.M.
Singapore, Penang and Colombo—Per *Samuel Maru* 3rd Aug., 5 P.M.
Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Quarta*, 5th Aug., 11 A.M.
Shanghai—Per *Chinhua*, 5th Aug., 3 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Yawata Maru*, 6th Aug., 11 A.M.
Manila—Per *Loongsang*, 6th Aug., 3 P.M.
Manila—Per *Rubi*, 7th Aug., 10 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Chiyo Maru*, 7th Aug., 10 A.M.
Europe, &c., India, *via* Tuticorin—Per *Delhi*, 7th Aug., 11 A.M.
Shanghai—Per *Chenan*, 7th Aug., 6 P.M.
Moji and Salina Cruz—Per *Erroll*, 10th Aug., 11 A.M.
Manila, Yap, Fr. Wilhelmshafen, Simpsonhafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Coblenz*, 13th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of Japan*, 14th Aug., 5 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Changtsa*, 19th Aug., 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Manchuria*, 31st Aug., 11 A.M.

VISITORS AT THE HOTEL.

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Beaurepaire, H. N.
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Bunner, Mr. and Mrs. W. C.
Burke, A. J. E. B.
Chandler, L. B.
Checkenko, P.
Coffin, J. M.
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Figueira, Capt. & Mrs. F. and child
Fuller, Denman
Gill, Miss E. H.
Gill, Miss V. H.
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Helm, Mr. and Mrs. F. B.
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Hewett, Hon. Mr. E. A.
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Huff, J. D. De
Hughes, Mrs. W. Y.
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Morse, H. J.
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Pellyjohn, Dr. & Mrs. J.
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Jererd, Madam
Lee, Miss Elese
Lee, Miss Ivy
Lack, S.
Magner, M.
McKee, Mr. & Mrs.
Munro, Miss
Pond, E. H.
Powell, A.
Raey, Miss
Raymond, Mr. & Mrs.
Rayner, Frank S.
Roland, A. J.
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Stevenson, J. W.
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Elliott, Mr. and Mrs.
Genähr, Rev. and Mrs. I.
Hauchecome, Madame
Hollingsworth, Mr.
Inge, Mrs.
Mohler, Mr. and Mrs. Ritchie, A.
Smith, Crowther
Smith, M. and Mrs.
Smith, E. Grant
Smith, Miss
Wilson, G. L.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Weihaiwei
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain F. E. O. Ryan	Weihaiwei
Bedford	cruiser, 1st class	9,800	14	22,000	Captain Fitzherbert	Weihaiwei
Bramble	river gunboat	710	6	900	Lt.-Comdr Hon. R. O. B. Bridgeman	Shanghai
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Weihaiwei
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Singapore
Cherub	water tank and tug	390	—	300	Master S. West	en route Hongkong
Clio	sloop	1,070	6	1,400	Commander C. T. Borrett	Shanghai
Fame

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 / $14,500,000 / $250,000	$2,006,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8½=$26.024	4½ %	$1,000 buyers / London £92.10
National Bank of China, Limited	99,925	£7	£6	£4,009 / $150,000	$10,223	$2 (London 3/6) for 1903	...	$55 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 / $232,757 / $411,990	none	$14 for 1907	7½ %	$195 sellers
North China Insurance Company, Limited	10,000	£15	£5	£125,000 / Tls. 150,000 / Tls. 303,747 / Tls. 118,277	Tls. 160,512	Interim of 7/6 for 1908	5½ %	Tls. 115 sa. & b.
Union Insurance Society of Canton, Limited	12,400	$250	$100	$1,000,000 / £90,000 / $192,248 / £105,249 / $281,609	$2,464,911	Final of $17 making $47 for 1907 and interim of $30 for 1908	5½ %	$827½ buyers
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 / $54,435 / $199,564	$707,037	$12 and bonus $3 for 1907	7½ %	$235
FIRE INSURANCES.								
China Fire Insurance Company, Limited	6,000	$100	$20	$1,000,000 / $438,668 / $13,802	$375,341	$6 and bonus $2 for 1907	7½ %	$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,486,173	$368,711	$27 for 1907	8 %	$345 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$7,000	$21,085	$1 for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$264,638 / $99,067	Nil.	2½ for year ending 30.6.1908	7 %	$36
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	$250,000 / $607,500 / $79,428 / $25,344	$20,279	Final of 1½ making $2½ for 1908	7½ %	$32½ buyers
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£20,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3.154	...	$66 sellers
Do. do. (Deferred)	60,000			£240,000				
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000	Tls. 14,510	Final of Tls. 1½ making Tls. 3½ for 1908	7½ %	Tls. 51
Do. (Preference)	100,000					Final of 2/- for 1908 and interim of 1/- for a/c 1909	7 %	Tls. 52
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£780,000 / £ 00,000	£63,817		...	74/- buyers
"Star" Ferry Company, Limited	10,000	$10	$10	6 ,000 / $48,181	$3,121	$1.00 / $0.50 for year ending 10.4.1909	4 % / 3½ %	$26 sa. and b. / $15½ sales
	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,010 / Tls. 481,479 / Tls. 44 130 / Tls. 84,000 / Tls. 7,000	Tls. 2,215	Final of Tls. 1½ making Tls. 2½ for 1908	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$3 ,000 / $1 ,848	Dr. $5,858	$5 for year ending 31.12.08	3½ %	$142½
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$16 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,173	Tls. 3½ for year ending 31.8.08	...	Tls. 280 sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£175,000	£11,556	Interim of 1/6 (coupon No.12) for year ending 29.2.09	7 %	Tls. 18½ b.
Rand Australian Gold Mining Company, Limited	150,000	£1	18/10	£12,280				
	50,000	£1	£1	£4,878	Dr. £2,191	No. 12 of 1/-=48 cents	...	$8½ sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$42,976	Dr. $7,421	$1.75 for year ending 31.12.06	...	$12
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	$550,000 / $25,806 / $40,000	$30,102	Final of $1½ making $3½ for 1907	...	$58 sellers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$97,193 / $200,000	$387,778	Final of $4 making $8 for 1908	12½ %	$65 sellers
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,161	Final of Tls. 2½ for year ending 3 .4 09	6½ %	Tls. 81 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 / Tls. 50,000 / Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6½ %	Tls. 150 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5½ %	Tls. 104 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$30,000	Dr. 4,230	$2½ for year ending 30.6.07	...	$19
Central Stores, Limited	50,188	$15	$15	$1,000	$24,651	$1.20 on old and 60 cents on first new issue	...	$18
Hongkong Hotel Company, Limited	8,000	$50	$50	$648,975	$895	Final of $3 making $6 for 1908	...	$73 ex n.i. b.
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$13,918 / $250,000	$26,475	Final of $3½ making $7 for 1908	6½ %	$43 b. new
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$211,172 / $43,361	$5,486	60 cents for 1908	6½ %	$105 sellers
Jardine Land and Building Company, Limited	6,000	$50	$50	none	$278	$1½ for 1908	5 %	$5½ buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,623,045 / Tls. 3 2,000	Tls. 142,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	6½ %	$30
Star Point Building Company, Limited	12,500	$50	$50	none	$1,968	Final of $2 making $4 for 1908	8 %	Tls. 122 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000 / Tls. 45,939	Tls. 8,880	Tls. 5 for year ended 31.10. 1908	4½ %	$46½
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	$10	$10	$20,000	$9,553	50 cents for year ending 31.7.08	6 %	Tls. 133½ s.
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	$8½ sellers
Kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 4 for 1908	...	Tls. 92 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 15,911	Tls 50 for 1906	...	Tls. 111 buyers
MISCELLANEOUS.								Tls. 400 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	1/10½ per share for 1907=1.037	10 %	$10½
China-Borneo Company, Limited	60,000	$12	$12	$60,000	Nil.	$1.20 or 1908	8 %	$13½
China Light and Power Company, Limited	50,000	$10	$10	none	$61,138	50 cents for year ended 28.2.06	...	$6.85 sellers
Do. Do. special shares	50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$100,000	$3,407	80 cents for 1208	8½ %	$9.60
Dairy Farm Company, Limited	40,000	$7½	$6	$10,000 / $8,000	$48	$1.30 for year ending 31 7.08	7½ %	$11½
Green Island Cement Company, Limited	400,000	$10	$10	$13,000	$3,756	Final of 50 cents making 90 cents for 1908	10 %	$8.50 sellers
H. Price & Company, Limited	12,000	$10	$10	$5,000	$570	80 cents for year ending 31.12.08	8 %	$12
Hall & Holtz, Limited	11,000	$20	$20	$186,000	$8,957	$2 for year ending 29.2.09	9½ %	$23
Hongkong Electric Company, Limited	60,000	$10	$10	none	$5,195	$1 and bonus 20 cts. for year ending 29.2.09	6 %	$20½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$150,000	$7,616	Final of $15 per share making $19 for 1908	12½ %	$185 buyers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	$20,000	$8,790	Interim of $1 for account 1909	8½ %	$14
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 / Tls. 63,914	Tls. 316,682	2nd Quarterly div. of Tls. 12½ for account 1909	4 %	Tls. 980 s.
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$2,204	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.09	6 % / 3 %	$14½ sales / $1½ / $8
Peak Tramways Company (new)	50,000	$10	$1			None	...	
Philippine Company, Limited	75,000	$10	$10	none	Ps. 18,640			
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	6½ %	Tls. 110 sales
Shanghai-Sumatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	Tls. 24,820 / Tls. 75,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4½ %	Tls. 138½ b.
Shanghai Waterworks Company, Limited	18,350	£20	£20	Tls. 220,000	Tls. 23,038	Final of 3/- making 46/- for 1908	...	Tls. 415 buyers
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $56,602	None	...	$23 sales
Steam Laundry Company, Limited	20,000	$ 5	$ 5	none	$236	40 cents for year ending 31.5.08	8 %	$5½ buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 / Tls. 4.000	Tls. 201	Tls. 6½ for year ending 30.4.07	...	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	$10	$10	$35,000	$1,360	60 cents for year ending 31.12.08	5 %	$11 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$4			80 cents on 9,900 ord. shares and $19.80 on 100 Founders shares for yr. end. 31.5.07	6½ %	$13 sales
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$300,000 / $25,000	$2,613	Final of 30 cents for 1908	6½ %	$8.70
William Powell, Limited	15,000	$7	$7	none	$3.95	Final of 3½ cts. making 80 cts. for the year ended 30th June, 1906	...	$4 sellers

* These shares are entitled to half of the profits.....

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